

Squamish Oceanfront Peninsula Sub Area Plan



Schedule "N" to the District of Squamish
Official Community Plan 2500, 2016



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1. Vision for the Oceanfront

The Squamish Oceanfront peninsula is a unique oceanfront development opportunity in the Pacific Northwest. Located between the world-class destinations of Whistler and Vancouver, the site is surrounded on three sides by water and all sides by dramatic West Coast vistas, including Howe Sound, the Garibaldi Range, Shannon Falls and the Stawamus Chief. These

lands hold the key to the next generation of economic and community growth for the District of Squamish.

Though the property presents a rare blank-slate opportunity, the history of community runs deep, as Squamish possesses a power of place that was evident to the earliest

First Nations and is still

palpable today. First Nations values connect people to this land, and play an ever-growing role in Squamish's future.

In addition, the families who built Squamish and its logging industry hold invaluable wisdom about how Squamish has evolved and the opportunities ahead. Finally, in recent years, a community of creative class and outdoor enthusiasts has come to make Squamish home. Along with all those who have come before, these community members have sparked a renewed sense of place and energy - shining new light on what is needed for people to come, stay and thrive, and they have come together to enrich Squamish through their community spirit.

But community spirit is no longer enough. What Squamish needs is a vision for a new economic foundation and a mechanism for unlocking the full potential of its assets. As the entire region entered the world stage in 2010 with newly enhanced access throughout the sea-to-sky corridor, an unprecedented opportunity has been created for Squamish to take a confident step forward. The time is now. A bold and strategic solution can lead Squamish into a new period of growth and possibility.

The Oceanfront peninsula lands are the pivotal assets for bringing a vision for Squamish to life. Residents have already claimed these lands as their own, exposing the potential through their use. When fully developed, these lands will showcase the best of Squamish, capitalizing on the oceanfront to create a work-live-learn-play lifestyle that is authentically Squamish. This new Oceanfront community will revitalize the downtown core, letting its energy radiate throughout all of Squamish.

Some of the world's' most iconic and admired communities—the most raw, innovative and real—are industry towns reinvented. From Boulder, Colorado to Bend, Oregon, each of these communities has developed an inspiring and self-sufficient local culture that only as a consequence has generated strong tourist appeal. Squamish presents a fresh opportunity in this regard.



Figure 1 - Final Phase 6 Portrayal

The breathtaking natural attributes and indisputable potential of the Oceanfront lands leave everyone wanting and waiting to see what the community will aspire to be. There are some key themes and values that will define and shape the experience envisioned for the Oceanfront peninsula. These provide the guiding philosophy for continuing to shape that vision, the planning process and the key steps that will take this community from ideas and blueprints to reality.

1.1 Oceanfront Themes

Community First

This is an oceanfront community that belongs to the people of Squamish—from a visible respect for First Nations heritage to community-led growth year over year. The community succeeds by enabling local life to thrive. It is rich with opportunities for locals to work, live, play and learn, including a spectrum of amenities that enhance those experiences. Economic opportunities from light industrial to artisan workshops enable the community to evolve while staying true to itself. A shared awe of nature—at its most rugged and powerful—draws people in and together. These are people driven by back-to-community values, happy to linger in the moment and build relationships with one another.

Oceanfront Alive

All paths lead to the water's edge, realizing the “sea” in sea-to-sky. Sport, art, living, learning—they all meet at the oceanfront, feeding each other with energy. The oceanfront is pure public space, an open invitation for lively, informal gatherings. Planned or unplanned this is where you end up. Water views with mountain backdrops beckon to you from everywhere within the community. The ocean and community feel like one, with the water becoming a constant and powerful presence, magical and grounding.

Inspired Living

The grandeur of nature begs you to go further and think bigger. Businesses in the commercial district are filled with entrepreneurs, innovators and imagineers. The education complex kindles a culture of experimentation and new learning. Sport enthusiasts come from far and wide to access this world-class locale for outdoor recreation. In rain, wind or shine the community thrives, defying the powerful weather that plays out over Howe Sound. Visitors feed off this all-encompassing ethos of possibility, leaving emboldened, inspired and eager to return.

Sustainability

The Oceanfront will be a model community for sustainable design and living that meets the needs of the present without compromising the ability of future generations to meet their own needs. Implementing this vision of sustainability means that we consider the impact of current development in environmental, social and economic terms; over the long term; and, as part of a system in which buildings, neighbourhoods, and towns are all related to each other and the ecosystem. It is a comprehensive approach to development, where neither the needs of the present are balanced with the needs of the future.

1.2 Oceanfront Values

Authenticity

The Oceanfront community feels genuine and real. There is an honesty in each moment that allows you to relax, lets you trust that all you see is what it seems. No facades. No contrived ambiance. Everything appears to have grown up naturally creating a perfect feeling of fit.

Access

From the Oceanfront community, Squamish explodes around you, offering unprecedented and enhanced access to water, mountains and more, sparking fresh exploration of Howe Sound, the Squamish River estuary, the Tantalus Mountains and the Chief. The community feels like a launch pad for opportunity, having eliminated the obstacles to enjoying an ideal Squamish experience. Access also means the Oceanfront is accessible to all users. It is a place without division.

Creativity

The Oceanfront community is filled with a sense of freedom and playfulness. The diverse architecture, the eclectic entrepreneurs, the spirited students, the adventuresome sport enthusiasts—they all challenge you to put your own spin on the moment, to consider trying something a little different, to find courage in the daring of others.

Connection

The Oceanfront plan creates internal synergistic connections—allowing Squamish to become greater than the sum of its parts. Using the existing downtown as the entry point, this Oceanfront community revitalizes and complements the downtown core, and with time they vitalize one another. Furthermore, by combining residential, education, entertainment and commercial uses, the Oceanfront fosters social diversity, community collaborations and endless opportunities for friends and families to come together.

2. Background

2.1 Overview

The 32 hectare piece of land known as the Squamish Oceanfront peninsula represents a huge opportunity for the District of Squamish and the Region to build a new, authentic waterfront that is a model of smart growth and sustainability.

The purpose of this document is to create an Official Community Plan level planning framework to guide the future development of the site. It will outline the policies, guidelines and land-uses anticipated on the Oceanfront Peninsula and, when adopted, will become part of the District of Squamish Official Community Plan.

2.2 Context and History

Looking at this nearly vacant, wind-swept land today, it is sometimes hard to imagine the history and past use of the Oceanfront peninsula. Areas near the waterfront have been used extensively since the turn of the 20th century. Before the construction of the railway and Highway 99 to Vancouver, the Oceanfront peninsula was effectively the “gateway” to Squamish, providing deep water access for boats from Vancouver and other ports to off-load people and goods. The Galbraith Hotel was located on the peninsula to accommodate boat travelers.

With the construction of the railway to the Cariboo in 1915, rail lines traversed the site to allow the shipment of commodities out of the community.

Highway 99 to Vancouver opened in 1959, reducing the importance of rail

transportation. A wide variety of goods continue to be shipped primarily through Squamish Terminals, including forest and paper products, minerals, chemicals and mechanical equipment. Industrial uses continued on the Oceanfront from the 1950’s to the 1990’s. During that period, much of this land was owned by British Columbia Rail Company and leased to the Nexen Corporation and other manufacturers of chemicals used in the pulp-and-paper industry. Other areas were used for shipment of salt, and as an Interfor log sort. Throughout the community, most jobs were associated with the forest sector, from Woodfibre across the water to the Interfor sawmill.

In 1991 however, the strength of the local resource sector began to wane. Over the next 15 years, the Woodfibre and Interfor mills closed, as did Nexen’s Oceanfront operations, and the rail maintenance yard was downsized when BC Rail was leased to CN Rail. Between 2003 and 2006, Squamish lost around 600 resource sector jobs and \$3 million in annual tax revenue.

Demonstrating its resilience, Squamish has been working hard to transition to a more diversified economy. The District successfully negotiated the transfer of about two thirds of the Oceanfront lands from the Province as a means to create new economic opportunities. In the process, it was ensured that the responsible parties cleaned up soil and groundwater contamination.

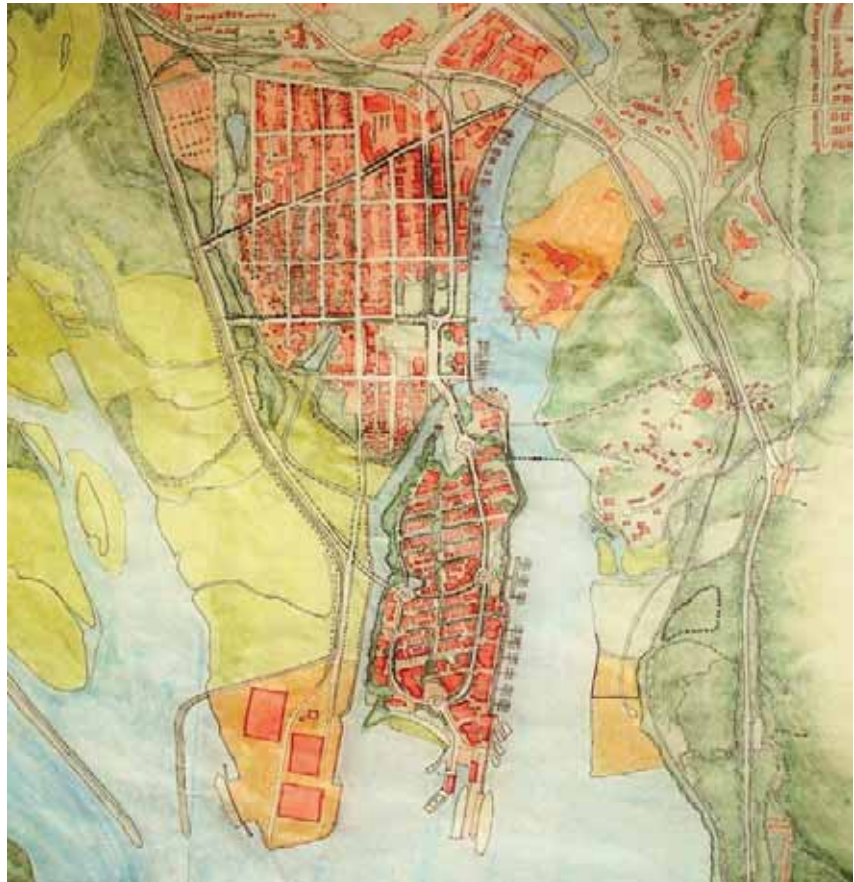


Figure 2 - Site Context



Figure 3 - Howe Sound

While a few areas require remediation before the Ministry approves development there, and clean-up of mercury contamination in deep groundwater is on-going near the southern end of the peninsula, much of the peninsula has received Certificates of Compliance from the BC Ministry of Environment, and the mercury does not pose a risk to human or environmental health. The District has also invested heavily in economic development, with a strong strategy built around Squamish's reputation as Outdoor Recreation Capital of Canada. It built the iconic Adventure Centre, which now marks the entry to downtown and speaks to visitors of the community's potential for the future.

At the same time, the Highway 99 expansion has made Squamish even more a part of the larger region, from Whistler to Greater Vancouver. A quickly expanding population – expected to

double by 2030 – is one result of this change – bringing both challenges and opportunities, while another is that more residents now commute to Whistler and Vancouver for work.

In response to growth pressures, the community embraced the concept of smart growth early, and was the second of five BC communities to have participated in the Smart Growth on the Ground planning process. The community has built on that effort, using smart growth and sustainability as the basis for the new Official Community Plan (OCP), and leading with initiatives such as the Community Energy Action Plan, Climate Action Charter commitment, a sustainability checklist, and the 12-Step Climate Change Pledge. Similarly, to address commuting and strengthen the local economy, the District has led economic development strategies to identify and then draw businesses to town. Through these efforts, Squamish is evolving into a leading sustainable community in BC, and has set the stage for a vision of sustainability and smart growth.

Since 2004, the Oceanfront peninsula has been seen as playing a key role in the evolution of Squamish. The Downtown Waterfront Concept Plan charette created an initial vision for the Oceanfront based on community goals and objectives with a significant emphasis on sustainability. In discussions since then, the community has consistently supported the

idea of redeveloping these lands as a sustainable development. They have also been very clear that the community must realize a range of benefits as a result of the development.

The Oceanfront is recognized as a unique asset for Squamish and the region, for a number of reasons. It provides access to the ocean for all Squamish residents, for residents of Whistler, and visitors to Sea-to-Sky country. For business, deep-water access is an essential and unusual asset. It is right next to downtown, so its development can support downtown rejuvenation. Its setting is magnificent – an attraction for tourists, residents, and new types of businesses.

Finally, much of it is community-owned, so its redevelopment can do much to support Squamish goals.

2.3 Site Description

The Oceanfront Peninsula is located immediately south of downtown Squamish. It is bordered by the Mamquam Blind Channel, Howe Sound, and Cattermole Slough. The natural setting is spectacular: it is surrounded by the Squamish Chief and Shannon Falls to the east, the Coastal Mountains to the north, the Squamish River Estuary to the west, and Howe Sound to the south. Squamish Terminals sits next to the peninsula at the edge of the estuary, while the Squamish Nation's reserve and the industrial Site B face it from across the Mamquam Blind Channel. The planning area includes the whole peninsula, as far north as Westminster Street, and includes the water lots around it.



The land area is 32.6 ha (80.5 acres), and the water lots cover another 32.0 ha (79 acres). Land and water ownership is complex, with many rail and road rights-of-way, fee simple and leased water lots, as well as simple land parcels below. Currently, the three landowners are:

- The District of Squamish, whose lands are managed by the Squamish Oceanfront Development Corporation (SODC);
- BCR Properties Ltd.; and
- Mamquam Ocean Channel Developments Ltd. ;(MOCD)

The site is now mostly vacant, with some light industrial use and log sorting. Community events such as the Squamish Equinox Rocks Festival use the southern end of the peninsula. One of the most used features of the peninsula is the Squamish Oceanfront Interpretive Trail, mile zero of the Sea to Sky Trail, which follows the waterfront. The peninsula is comprised of imported fill deposited over underlying estuarine sand and silt. It is close to sea level, has a high water table, and is vulnerable to flooding in storm events at high tide, and from sea level rise from climate change. Major climatic influences on the site are the marine setting, strong winds, and rain.

2.4 What is a Sub Area Plan?



Figure 4 - Context Plan

The Oceanfront Peninsula Sub Area Plan is a schedule to Squamish's Official Community Plan (OCP), a bylaw adopted by Council to guide development of a defined area over the long term. The Sub Area Plan guides land use, building form and character, transportation and

circulation, environmental performance, and infrastructure servicing on the Oceanfront peninsula immediately south of downtown (see map), including relationships to downtown and the community as a whole.

The purpose of the Oceanfront Peninsula Sub Area Plan is to guide the actions and decisions of the District as they relate to development approvals for private lands and development of roads, parks, public open spaces, and community facilities. It is intended to ensure that the development of the Oceanfront is coherent and coordinated, and that it achieves the community's vision of sustainable development that links Squamish to the ocean, as expressed in the Vision and Oceanfront Guiding Principles.

2.5 Planning Process

Planning for the Oceanfront started with a strong foundation of previous community engagement, planning, and policy work, both focused on the Oceanfront and for Squamish as a whole, including:

- The "Downtown Waterfront Concept Plan" for the peninsula produced in 2005;
- The Regional Growth Strategy;
- The Official Community Plan (OCP);
- The Downtown Neighbourhood Plan;
- Smart Growth on the Ground;
- The 12 Step Climate Action Plan;
- The Community Energy Plan; and
- The Sustainability Block.

As the process unfolded, the Downtown Transportation Plan was being developed. It both informed and was informed by this process. The "Create the Oceanfront" planning process started in 2007 engaged extensively with the community to ensure it would reflect community goals and aspirations. Peninsula landowners funded the process and provided expertise and resources to further support it. In Phase 1, technical studies and previous planning work were presented to the public to confirm starting points for the Oceanfront and Oceanfront Guiding Principles for planning and goals for a sustainable future.

Phase 2 took place in the fall of 2008, and focused on the issues that remained. A series of four workshops were held with community stakeholders and experts to discuss key issues, including employment, parks and facilities, water's edge treatment, and land use mix. The priorities and preferences they expressed were then presented to the general public to get a reaction from a wider range of people, through an Open House and "Kitchen Table Discussions." Throughout, community members discussed the options in light of trade-offs and implications, resulting in a well-informed set of priorities and preferences for the Oceanfront.

A Policy Statement was produced, and used to guide development of two plan options. These were presented together to the community at an Open House and via the project website in March 2009. Participants rated the two plans, providing direction for revisions and refinements.

Finally, this Oceanfront Peninsula Sub Area Plan was produced, reflecting all of the community input to date, as well as technical and financial considerations.

3. Planning Framework

3.1 Oceanfront Guiding Principles

In setting the stage for planning the Oceanfront, the community recognized the importance of planning for a sustainable future and developed a set of qualitative principles to guide planning and development of the area. The principles were created through significant community effort during the past several years during the OCP, Downtown Waterfront Concept Plan, Smart Growth on the Ground Plan, and other major planning processes. They remain the foundation for the vision, and link it to the policies in this plan.

- **Contributes to Squamish:** Enhances the vitality of downtown, Squamish as a whole, and the Sea-to-Sky corridor.
- **Strong Identity:** Enhances the sense of community, history and connection with the natural world, celebrating the uniqueness of Squamish and the Oceanfront itself.
- **Complete Community:** Encourages a healthy, diverse and vital mix of uses.
- **Economic Viability and Business Vitality:** Ensures the plan is viable, and supports long-term economic prosperity and resilience through diverse business and employment opportunities.
- **Housing for the Whole Community:** Addresses a diversity of housing to match community needs.
- **Access for All:** Ensures public access to the waterfront, and emphasizes alternatives to the car.
- **A Model of Green Development:** Buildings and infrastructure that are greener, smarter and cheaper; support for a secure and resilient local food system.
- **Environmentally Restorative:** In harmony with natural systems, protects and enhances the environment.
- **Enhanced Livability:** Designed for safe, healthy experiences, and facilitates social interaction.
- **Everyone Has a Voice:** Base planning decisions on an effective, transparent and inclusive public process.

3.2 A Sustainable Approach to the Oceanfront

Previous planning exercises and community input have consistently stressed that development of the Oceanfront must be a model of sustainability, addressing economic, social and environmental dimensions in a genuine and meaningful way. If it is to make a genuine contribution towards sustainability, the Oceanfront plan and project must make progress in addressing key global and local challenges, including:

- **Protect, Enhance and Rehabilitate Natural Ecosystems** – The Oceanfront development will focus on protecting, enhancing and rehabilitating ecological features for people, animals and marine life, and plants.

- **Foster Economic Development** – The Oceanfront development will work to achieve the community driven goal of job creation at the Oceanfront important for community sustainability.

- **Aim for reduced Energy use and reduced GHG**– The Oceanfront will endorse and support development plans for the District of Squamish Community Energy Action Plan. Support the District’s OCP and Downtown Transportation Plan by designing a community that prioritizes walking, cycling, transit and water-based transportation options over private single occupant vehicles.

- **Build Green Infrastructure and Green Development** – The Oceanfront will adopt responsible development principles for building and neighborhood development. The Oceanfront will support “naturalized” storm water management and reduce potable water consumption through the use of low-flow technologies. The Oceanfront will target “zero waste” and ensure SODC’s waste management strategies are aligned with the policy recommendations of the Squamish-Lillooet Regional District’s (SLRD) Solid Waste Management Plan (SWMP).

- **Focus on public open spaces and parks for community cohesion** – Support a network of new and existing green spaces that are linked together through the Oceanfront and support ecological and diverse social functions. Honour the culture and heritage of Squamish through vistas, public art, recreational opportunities and park infrastructure

- **Be sustainably focused on Land Use, Density & Site Layout** – The Oceanfront will adhere to Smart Growth on the Ground Principles for mixed-use community design including criteria for neighborhood pattern and design.

- **Be accountable to the Community** – The Oceanfront will create a dashboard of measurable indicators that allow the community to understand how the Oceanfront is doing against its sustainability targets



Figure 5 - Local Sea Life

4. Existing Conditions

4.1 Site Context

The Oceanfront is located on the Squamish River delta, where the Squamish River, the Stawamus River and Mamquam Blind Channel meet the sea. Historically, these rivers have changed their locations during flood events, leading to varying fluvial deposits of silt sand and gravel across the delta.

The Oceanfront site was originally intertidal mud flats with ground surface at about mean sea level. (El. 0.0m to -1.5m). The first development of in the area appears to have been a railway trestle running along the west boundary of the site. By 1947, a narrow causeway along the east side of the site, with a railcar-loading dock at the south end, had been constructed into Howe Sound by the Pacific Great Eastern Railway. By 1957, the "salt loading dock" area on the east side of the site had been filled in. In the 1960's, the original FMC Chlor-Alkali plant site was filled in with dredged sand, including a dyked settling pond at the southwest corner of the site. During subsequent plan expansions and development, the site was extended west through the construction of more settling points and fill placement. This continued until the current foreshore was established as referenced in the Context Plan located at the north end of Howe Sound. Now the land area is 32.6 ha (80.5 acres), and the water lots cover another 32.0 ha (79 acres).

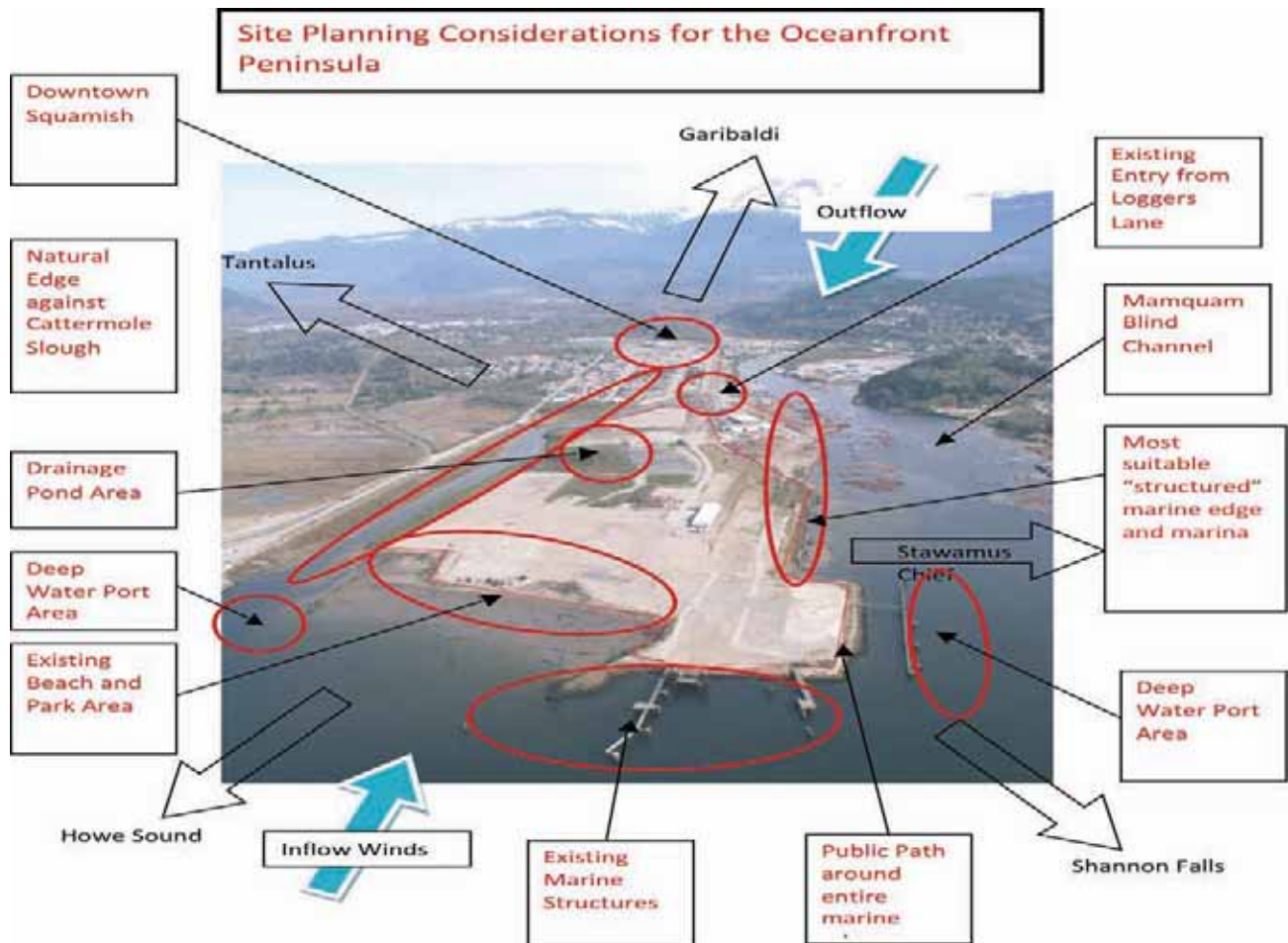


Figure 6 - Site Context Identifiers

4.2 Views

The natural features included in the view are the Mamquam Blind Channel, the Chief and Shannon Falls to the East, Views of Howe Sound to the South, views of the Tantalus Range and the Squamish River Estuary to the West, and long views of Garibaldi and Atwell Peaks to the North. There is a view to the Squamish Terminals at the south end of the peninsula facing South West

4.4 Wind



Figure 7 - Local Kiteboarder

winds are thermal in nature and rise and fall over the course of the day, starting between 10:00 and 11:00 am and falling between 7:00 and 8:00 pm.

4.5 Marine Structures and Current Retaining Walls

The primary marine structures on the site are the following:

- Salt unloading berth – the T shaped marine structure on the east side of the property, constructed in 1965
- Timber pile and plank retaining wall – wraps around the south east corner of the property and between the old chemical berth and rail car barge slip
- Chemical Birth concrete trestle structure - concrete pile/slab structure constructed in 1967 at the southeast corner of the property
- Rail car barge slip and adjacent berthing trestle (primary timber structure constructed in 1965
- Retaining wall along the east side of the Cattermole Slough
- Man access gangway on the east side of the Cattermole Slough
- Wood pilings in the water to the south of the property

All of the marine structures have been deemed structurally unfit for use and are not included in the future plan.

4.3 Existing Buildings

The buildings that currently reside in the Oceanfront consist of a blue warehouse, a single storey office building (which houses the SODC offices), a warehouse/storage building, an industrial office building and another large warehouse at the north end of the site off of Galbraith Avenue.

The wind is a unique feature of the site. The predominate wind blows from the south-southwest in the summers and reverses for the winter. Wind speed varies between 0-5 m/s primarily and can gust up to 18 m/s in the winter. Wind speed in the summer is primarily in the 0-5m/s range but is above this for only 30% of the time up to a maximum of 12-15m/s in the summer. Infrequently, maximum wind speeds have been clocked above 18m/s. The summer

4.6 Topography

The Oceanfront has an average elevation, El. 3.0m geodetic datum (El. 6.1m chart datum). Geodetic Datum is an international fixed elevation reference. Elevations range from El. 4.5m geodetic on the Cattermole side to El. 2.5m geodetic on the Mamquam Blind Channel side of the property. Slope angles on the foreshore vary from 3H:1V along the south side, 2.5H:1V on the east side, to some steeper 1.75V:1V sections on the southeastern side.

4.7 Geotechnical

A geotechnical site evaluation was conducted by Klohn Crippen in July 2005 that consisted of 8 cone penetration tests and six solid stem auger drill holes to depths of 84m and 9m respectively. One deep mud rotary hole with Standard Penetration Tests was conducted in August 2005 to a depth of 101m. The summary results are as follows:

- 3 to 5 meters of fill over mud flats
- Loose sand and gravel for 100 meters
- High water table.

4.8 Hydrology

According to the Canadian Hydrographic Service nautical chart for House Sound (No. 3534) the mean water level in Squamish is El. 3.1m chart datum, Higher High Water level is El. 5.1m and Lower Low Water is El. 0.0 chart datum. Note that El. 3.1m chart datum is approximately El. 0.0 geodetic datum. An engineer report was done on the site by Hay and Company in 2005 and recommended preliminary design Flood Control Level for the Downtown and Oceanfront is El. 5.0m geodetic datum (El. 7.3m chart datum), 1.4m above the current FCL in downtown. This will be refined with



Figure 8 - Local Kayakers

further engineering work on the foreshore protection. The report by Hay and Co. also indicated that the foreshore protection also have a toe elevation (i.e. starting point) of El. -3.72m geodetic datum.

4.9 Soils and Groundwater Contamination

When Nexen Chemicals closed down, Nexen began an extensive cleanup process on the site. This included removal of contaminated materials and extensive groundwater treatment. An estimated \$45 Million has been spent cleaning up the land to date from its post chemical factory site. Remediation has taken place at the Oceanfront by each of the owners recently. This cleanup has left the majority of the land suitable for its intended use. There are 8 zones on the site that sit at various stages of remediation. The table in conjunction with the Soil Contamination Plan below outlines the current status of the remediation activity.



4.10 Existing Habitat

The Oceanfront was originally mud flats at an elevation of El. 0.0m. The process of creating the peninsula as the home for an industrial chemical plant decimated the vegetation and habitat until the cleanup of this brownfield site began in the late 1990's. General habitat conditions that surround the Oceanfront neighbourhood include two tidally influenced channels, Cattermole Slough to the west and the Mamquam Blind channel to the east, which form the majority of the properties shoreline and a small upland area.



The tidally influenced channels can provide valuable habitat areas for wildlife including shorebirds and waterfowl, fish (particularly juvenile salmonids) and benthic invertebrates (Green Shores, 2007).

Both channels receive limited freshwater inputs from the Squamish River via the estuary, with the Cattermole Slough receiving the majority of its freshwater from controlled drainage and upland storm water runoff. The Mamquam Blind channel receives the majority of its freshwater input from the Stawamus River, however freshwater inputs from controlled drainage channels and upland storm water runoff is also important to the Mamquam Blind channel habitat areas.

Most of the southern end of the property which extends into Howe Sound is comprised of shallow, tidally influenced mudflats with the southeast corner containing a deep-water terminal and ship / barge docking structures. The southern end of the property is regularly subjected to strong thermal winds and associated wave action through the spring summer and fall months.

Upland existing vegetation has been identified as follows:

- On the Cattermole Slough side of the property the upland is dominated by red alder tree species with shrub and herbaceous layers present where there was no retaining wall present. There is an area on the Cattermole side, identified on the Existing Green Space Plan that has grown over an old settling pond that has willow and rush species

- The South end of the peninsula was covered in woody debris with sparse red alder and cedar

- The Mamquam Blind Channel was primarily rip rap with herbaceous vegetation areas



Figure 9 - Masterplan Rendering

4.11 Fish and Wildlife

Although a brownfield site, the Oceanfront is beginning to provide habitat for a wide variety of fish and animal species. As the groundwater is treated and the cleanup of the site continues, the brackish water found throughout the Squamish Estuary helps both juvenile and adult fish transition between freshwater and marine environments during their seasonal migrations. Fish species are starting to come back to the Oceanfront. Species, which may be present in the area, include salmonoid species, eulachon, sand lance, surf smelt, and three-spine stickleback (MOE 2007). Herring spotting is becoming more common in the area; they have been observed spawning amongst rockweed, coarse riprap and creosote coated piles (Green Shores, 2007). The survival on the rip rap and creosote piles is not well understood.

Shorebirds use the Squamish Estuary area to feed on small fish and invertebrates in the intertidal zones of the estuary. Terrestrial birds visit, breed, and or inhabit the tidal meadows, sub margins, and forest fringes in the area. Raptors occur in the estuary year round, with their abundance peaking during fall/winter migrations, in conjunction with waterfowl prey species abundance in November and December. With more habitats the numbers of species and frequency of visits could increase.

Mammals inhabiting or foraging the backshore vegetated areas and intertidal areas may include black bears, coyotes, cougars, black tailed deer, beaver, river otters, water shrew, bats, raccoons, weasels, skunks, snowshoe hares, squirrels, moles, shrews, mice and voles.

Amphibians do not breed in brackish waters but northwest salamanders, long-toed salamanders, western toads, and pacific tree frogs may breed in the wetland and freshwater depressions located on the property. Western terrestrial garter, common garter, and terrestrial northwestern garter snakes may also be found on the property.

4.12 Archaeological Assessment

The land above sea level at the Oceanfront was created over the last 100 years by the fill from dredging of the Mamquam Blind Channel, the Cattermole Slough and the Squamish Terminals. There is little evidence of any archaeological significance; however, the area is within the traditional areas of the Squamish Nation. There is also historical value in the place resulting from the broad based industrial activity that helped to form Squamish. The hope is that the cultural significance of the Oceanfront can be enhanced.

4.13 Site Access

As is referenced in the site analysis, the current site access is along Loggers Lane and on to Galbraith Avenue.

5. Policy Framework

5.1 Overview and Land Use Distribution

The planning process has resulted in the attached Site Area by Use Plan shown as Schedule E that illustrates the core land use allocations on the site. Each core land use has the following summary statistics:

Fig 6: Land Use Acres Hectares % of Land

Land Use	Acres	Hectares	% of Land
Parks and Open Space	29.0	11.7	31%
Civic Use	1.6	0.6	2%
Roads and Circulation Use	13.8	5.6	15%
Educational Land Use	5.4	2.2	6%
Employment Land Use	16.4	6.7	18%
Residential Land Use	27.3	11.1	29%
	93.6	37.9	100%
Water Lot	35.0	14.1	
Total	128.6	52.0	



Figure 10 - Squamish Village Green

- The total available site area is 37.9 Hectares (93.6 Acres), a portion created from the filling of portions of the 37.6 acre water lot.
- There is also a total of 13 kilometers of trails, walkways and sidewalks for pedestrians
- The total anticipated residential population will be approximately 6,500 people at buildout and the total direct employment will be more than 2,300 jobs.



SITE AREA BY USE

SCHEDULE E

The Plans and Policies section begins with a foundational Concept Plan and description that captures the essence of the plan. It is then broken down into key policy areas. Each policy area contains:

- A summary diagram;
- A description of the topic and a statement of intent;
- Objectives that link the policies to the Guiding Principles in the Vision; and
- Policies and supporting images and diagrams.



Figure 11 - Rendering of Oceanfront Community Theatre

All diagrams below will be included in larger form under the identified section in the Schedules to the Sub Area Plan. Each policy area is listed below:

Land Use see Schedule G

The Land Use plan is a flexible framework for uses that envisions significant employment lands mixed with housing, surrounded by diverse waterfront parks and centered on an energized diverse waterfront village centre.



Parks, Public Spaces and Community Facilities see Schedule H

About a third of the peninsula is park and public open space, with the waterfront and multiple pedestrian walkways, Galbraith Park, Oceanfront Beach and Park, and the Village Commons.



Buildings and Built Form see Schedule I

Buildings policies aim for leading environmental performance while ensuring a scale of development that suits Squamish's character and supports financial viability.



Access and Circulation see Schedule J

Walking, cycling and social uses of streets are prioritized, while ensuring direct access for businesses and visitors. Narrow mews and the Oceanfront Walkway are substantial components of the movement network.



Sustainability see Schedule T

The aim is to be a model community for sustainable design and living that meets the needs of the present without compromising the ability of future generations to meet their own needs.



Environment and Habitat see Schedule T

The policies will focus on protecting, enhancing and rehabilitating ecological features for people, animals, and plants.

Infrastructure see Schedule V

These policies support high environmental performance in storm water, water, sewer, and energy infrastructure, as well as through soil and groundwater remediation.



5.2 The Vision

5.2.1 Description

The vision is captured in the Concept Plan, attached as Schedule F is a synthesis of the plan, highlighting its most important attributes. It captures the community's vision for the Oceanfront, including significant employment, housing close to downtown, a network of major waterfront parks connected by walkways, a village heart that relates well to the diverse mix of activities around it, and prominent public views of the site's magnificent surroundings. The Vision will be achieved through adherence to the objectives and policies contained in the balance of this Sub-Area Plan.



5.2.1.1 The Village Centre

The Village Centre will provide a mix of pubs and patios, shops and boutiques, arts facilities, entertainment and dining combined in clusters to create a blend of village neighborhoods. One bleeds into the next, eventually connecting to a scenic marina sheltered along the edge.

The Village Centre introduces a distinctive architecture that fuses the natural, the industrial and the creative into one. The village equally becomes a collage of locals and visitors attracting the full range of personalities that frequent the area. From open-air events on sprawling greens, to a buzzing strip of independent shops and food stops, to a kids play area, market stands and unforgettable West Coast dining - it's a place where anyone can wander a day away. But unlike other settings of its kind, targeted to tourists, many of the social hubs for Squamish locals are found here - from that pub where people gather after work, study or play to everyone's favorite restaurant for special occasions.

5.2.1.2 Marine Services

Marine Services will feature a fully integrated collection of businesses for chartering, outfitting, training on, brokering, building, repairing and maintaining marine vessels. It has deep-water access at the south end to allow easy access for vessels of all sizes. In addition to providing employment, its location also allows it to be a visual and sound buffer between the rest of the Oceanfront and Squamish Terminals.

5.2.1.3 Primary Employment

A diverse neighbourhood combines a montage of industries from light manufacturers, to entrepreneurs, to creatives. Here is an opportunity for iconic and inspiring companies to anchor the professional community and feed a culture of innovation.

This will be the lifeblood of the Oceanfront peninsula and be an asset to all of Squamish. It provides local employment and economic stimulus. It creates work-near-home options in place of a bedroom community. It adds depth to the play activities seen on the site, by including services and creations to sustain these activities. As the Oceanfront develops and word spreads about this unique community, larger employers will begin to take notice and locate offices here to take advantage of the local, highly skilled workforce.

5.2.1.4 Education and Institutions

This neighbourhood will help meet the future educational and institutional needs of Squamish. It offers a great location to provide a range of outdoor, environmental and fine arts programs along with a traditional post-secondary or university curriculum. Other compatible institutions may find a home here as well. Together these uses will provide a strong employment base for Squamish as well as educational opportunities for local and visiting students.

5.2.1.5 Parks and Public Spaces

The Parks and Public Spaces will be the defining character in this community and, are destined to become Squamish's most treasured public amenities. They are the destinations for families to spend a summer's day and the place for residents to come for a tranquil stroll, enjoy a picnic on the beach or participate in a unique festival or concert. The only buildings considered would be public or civic in nature. Open spaces blend into tree-lined walkways that lead to the Oceanfront Park and Beach, the Pier, the Lands' End Monument and the Oceanfront Walkway, which encircles and connects the entire Oceanfront community.

5.2.1.6 Neighbourhood Commercial Destinations

The Neighbourhood Commercial Destinations provide a small cluster of retail and commercial services for the surrounding neighbourhoods. Nearby residents and workers can find a social gathering spot and place to find needed provisions within an easy walking distance from their home or workplace on the Oceanfront.

5.2.1.7 Civic Use

When complete, the Oceanfront community will have a population of 2,500 – 3,000 residents and employees. A Civic Use area will be a valuable amenity and asset for the Oceanfront and all the residents of Squamish. Here we can find a flexible use community amenity facility, a performing arts facility and other civic uses near the center of the peninsula that are close to the core residential areas, the education and institutions, and within easy walking distance of the Village Centre and the other commercial areas

5.2.1.8 Residential

Housing on the Oceanfront has been carefully planned to balance the success of the community but not to dominate the land. Diverse residential neighbourhood takes advantage of the waterfront to maximize value and the living experience. The residents are a mosaic of students and entrepreneurs; trades people and white collar professionals, all drawn to the active lifestyle of the region as well as the unique energy and culture the Oceanfront community offers

Pier

The Pier presents another opportunity to create a striking feature and draw for the Oceanfront. Some of the most visited and memorable waterfront and oceanfront destinations have pedestrian piers. The simple reason for their success is that people are drawn instinctively to the water. With the spectacular setting in Howe Sound, surrounded by magnificent mountain ranges the end of this Pier will be the essence of the Sea to Sky experience.

5.2.1.9 Oceanfront Walkway (Blue Dotted Line)

The Oceanfront Walkway encircles the peninsula providing pedestrians and cyclists with a unique water and oceanfront experience that both surprises and captivates. Along the Cattermole Slough it will be a quiet natural experience winding its way beside the water's edge through the forest and landscape. Arriving at Oceanfront Park the views of Howe Sound open up and vibrant activity on both land and water surround you. As it heads down through the Village Centre and along the Mamquam Blind Channel, the Oceanfront Walkway becomes a lively waterfront boardwalk. The Oceanfront Walkway winds throughout the peninsula and beyond, creating pedestrian access to the Estuary and connecting the entire community including downtown Squamish.

5.2.1.10 Pedestrian Walkways (Light Green Dotted Line)

Contained within the Oceanfront community, webs of pedestrian and cycling trails connect playing and working to living and learning. Follow these trails and you will be led easily through the community with discovery at every step.

5.2.1.11 Marinas

The redevelopment of the Oceanfront peninsula provides the opportunity to create protected marinas on the East and South edges of the peninsula. The Marinas can also provide animation and a customer base for the Village Centre and the Marine Services, as well as providing the floating infrastructure integral to a cruise ship terminal and the pedestrian pier experience.

5.2.1.12 Major Focal Points and Landscape Icons

A key planning principle is to develop attractive visual markers and beacons for visitors and residents approaching the Oceanfront peninsula from any direction, and in any mode of transport. Locations have been selected where views terminate to provide strong directional markers as you move through the peninsula. The two most important focal points are the Cleveland Avenue entry to the peninsula and the Lands' End Monument at the southern point of Oceanfront Park.

5.2.1.13 Major Public Views

The plan was designed with public views in mind. Virtually all roads are open to views to the end, and the entry to the peninsula opens to a powerful view of the Chief and Shannon Falls over Galbraith Park.

5.2.1.14 Main Access Road (Dark Orange Lines)

The main entry to the Oceanfront peninsula will start at the southern end of Cleveland Avenue as you leave downtown. Although outside the realm of this Sub Area Plan, a traffic circle at this point will be an effective means to control the intersection at Cleveland and Vancouver, and also serve as the entry statement/feature for the Oceanfront peninsula. The Main Access Road will bring vehicles through to the Village Centre and Oceanfront Park. A separate leg will allow vehicles to use a 2nd Access Bridge over to 3rd Avenue and the Estuary. These roads provide primary access for all landowners on the Oceanfront peninsula.

5.2.1.15 Local Roads (Light Orange Lines)

There are several secondary access roads that will access parcels off the Main Access Road.



Figure 12 - Howe Sound



Figure 13 - Local Scenery

5.3 Land Use Plan

Land use policies address the spatial arrangement of a range of land uses on the Oceanfront, from living to working to recreation playing and learning, by controlling the types of uses that can be developed. The main types of uses include employment, commercial, public open space, community facilities and housing. The Oceanfront will be developed as a model of smart growth development. It will be compact, transit-friendly and include a diverse mix of uses to support working, learning and recreation, and living. To avoid becoming a bedroom community, Squamish will plan the Oceanfront peninsula to provide a good balance of jobs and housing as well as strong recreational and cultural facilities..



LAND USE

SCHEDULE G

The mix of uses will complement and strengthen the existing Squamish downtown area, and contribute to a healthy mix of uses in the District of Squamish as a whole. Each major phase of development should include a variety of uses aimed at achieving sufficient critical mass for success. The plan will take full advantage of the unique location and waterfront aspects of the peninsula.

The form of buildings (height, shape, and character) is related to, but different from their use, and is addressed in the Buildings and Built Form section.

5.3.1 General Objectives

Reflecting the *Oceanfront Guiding Principles*, policies in this section will work together to:



Figure 14- Restaurants

Contribute to Squamish by providing employment lands, marine uses, housing close to downtown, and new parks and quality public spaces;

- Complement, rather than compete with existing downtown business;
- Support a complete community by providing a balance of uses in a “fine-grained” mix;
- Support economic viability and business vitality on the Oceanfront and downtown by supporting a viable development mix and enough density to support local shops and services;
- Support business vitality for the whole community and be a model of green development by enabling and encouraging significant local employment;
- Create housing for the whole community by providing multi-unit housing in a variety of forms and tenures, balancing the predominantly Single-detached housing currently in Squamish;
- Be a model of green development and provide access for all through land use patterns that reduce the need to drive;
- Be environmentally restorative by precluding extensive development on undeveloped sites far from downtown and setting aside Oceanfront land for habitat restoration; and
- Enhance livability by providing significant parks and other local amenities.

Substantial progress has been made to clarify the right mix and intensity of uses for the Oceanfront. Nevertheless, an objective of this policy is to achieve community goals within a flexible framework, recognizing that community needs, market realities, and the understanding of what is best will change over the 20-40 year build-out period.

General Policies

1. Land use will be arranged generally in accordance with Schedule G, the Land Use plan;
2. Allowable heights associated with the range of land uses will be in accordance with Section 5.5 and Schedule I, Buildings and Built Form;
3. Minor exceptions to the land-use plan can be considered by Council without amendment to this plan, provided the exceptions enhance the intent of the proposed land-use;
4. Uses that are customarily incidental to the primary land-use in this plan may be considered. For example, predominantly residential areas may still have small local commercial components, and employment areas may similarly have small-scale supporting services.

5.3.2 Village Centre

5.3.2.1 Objectives

The Village Centre, located on the southeast corner of the Oceanfront, will be a hallmark feature of the Oceanfront. It will provide a true waterfront village experience that Squamish deserves to celebrate its identity as an oceanfront community. For this reason it is essential to locate the Village Centre close to the ocean and give it true waterfront character. Being adjacent to the Oceanfront Park will both benefit from and animate the core social gathering area in the development.



Figure 15- Village Centre

The Village Centre should be designed as a compliment rather than a competitor to the Downtown area of Squamish. Accordingly, it should be sized to provide sufficient critical mass for success, and yet not be overwhelming in its replace drawing commercial offering or in its massing or density. Overall this area should not exceed 90,000 square feet of buildable. The architectural style should be intentionally diverse to give it authenticity and character. There should be a focus on entertainment based food and beverage, and retail and only provide those services necessary to support the resident and employee community on the Oceanfront peninsula. The plan should contemplate a true waterfront marine/boardwalk edge so as to allow the buildings and activity of the Village Centre to spill towards the water and marina.

The Village Commons should be a community gathering spot and the magnetic center for the convergence of activities. It is bordered by a hotel, the Oceanfront Park, shops and restaurants in the Village Centre, parking and employment areas. All-important events can have a temporary home here in the Village Commons so it can become known as the place to arrive and meet when coming to the Oceanfront

5.3.2.2 Policies

- 5.3.2.2.1 Maximum permitted density in the Village Centre area is 2.50 FAR;
- 5.3.2.2.2 Permitted Uses in the Village Centre include retail, service, entertainment, cultural, marine, civic and tourism accommodation that are intended to serve the needs of both local residents and tourists;
- 5.3.2.2.3 Tourist accommodations may be in the form of hotels, condo-hotels and Bed and Breakfasts;
- 5.3.2.2.4 Commercial uses are required at grade facing all public spaces;
- 5.3.2.2.5 Encourage the use of patios and outdoor eating areas for food and beverage uses, to meet local retail and service needs, to create a draw, and to enliven public spaces;
- 5.3.2.2.6 Retail uses and services should contribute to a lively mix of uses and support the “richness of experience” desired by residents and visitors alike;
- 5.3.2.2.7 Encourage a lively nighttime area and use through an appropriate mix of restaurants, pubs and entertainment uses;
- 5.3.2.2.8 Focus on smaller scale commercial spaces to reinforce the essential character of the Village Centre as a small scale waterfront commercial village;
- 5.3.2.2.9 Encourage distinct commercial sub-neighbourhoods to provide a variety of themes and experiences;
- 5.3.2.2.10 Provide an appropriate space for a buskers, displays, outdoor markets and other temporary activities in the Village Commons;
- 5.3.2.2.11 Design public spaces with consideration for weather protection, including consideration of covered or enclosed outdoor spaces;
- 5.3.2.2.12 Encourage development to face east away from the prevailing winds and afford the dramatic views up to the Chief and Shannon Falls;
- 5.3.2.2.13 Provide direct linkages between the Village Centre and any alternate transportation modes such as ferries and vertical transportation links;
- 5.3.2.2.14 Accessory residential, commercial or office uses are permitted above the ground floor if they are compatible with the commercial uses that are the primary use focus of the area;
- 5.3.2.2.15 Ground floor offices and commercial uses that do not generate significant pedestrian traffic or enliven the public realm are discouraged from locating on the ground floor in the Village Centre;
- 5.3.2.2.16 Encourage innovative parking and transportation standards to create a more pedestrian oriented environment; and
- 5.3.2.2.17 Encourage a location and use for First Nations presence.

5.3.3 Waterfront Employment

5.3.3.1 Objectives

A major asset of the Oceanfront is its deep-water access. Land uses should support continued use of this asset, and take advantage of it to draw marine activity, tourists, and local businesses. This area provides for a low impact environmental industrial use that can allow great marine access for all sized vessels and can complement and serve the marina activity on the south and east shores of the peninsula. It can provide large open space for transport and storage. A large boat ramp can be built at the south end accessing deep water. It

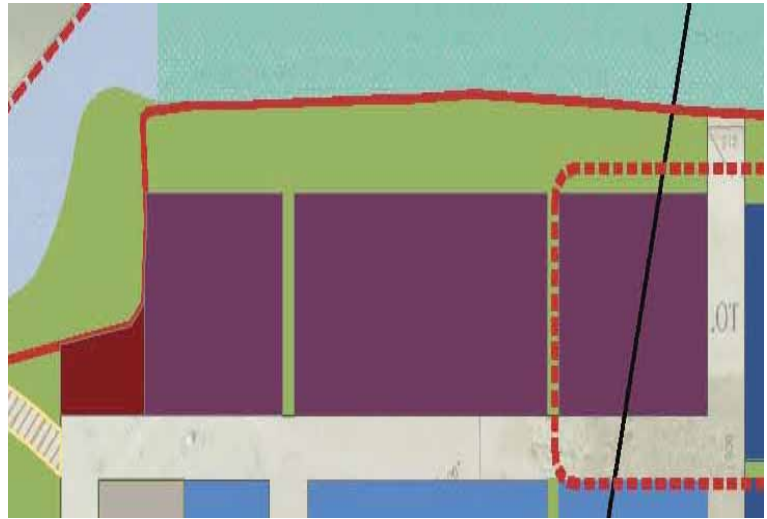


Figure 16- Waterfront Employment

provides a great complimentary use to the Squamish Terminals on the opposite side of the channel. This use may also not require extensive flood level protection allowing the area to drop in elevation below the other development areas therefore, visually shielding some of this more light industrial activity.

Prior to finalizing the zoning for this parcel, it would be prudent to explore having the flexibility to allow an expanded list of light industrial uses to complement marine activity. In addition, some residential multi-unit developments at the northern portion of the area adjacent to the Education and Institution area may be appropriate, should the primary Marine Employment use not be sufficient for the entire area. The Marine Employment area also includes an area for community use with the Performing Arts Centre and the Arts Studio.

5.3.3.2 Policies

- 5.3.3.2.1 Maximum permitted density is 1.75 FAR in the Waterfront Employment area;
- 5.3.3.2.2 Permitted Uses include boat building, leasing, sales and repair, small-scale manufacture and other maritime-related and accessory uses are permitted in this area;
- 5.3.3.2.3 Permitted Uses such as community arts facilities related to arts and marine are permitted in this area;
- 5.3.3.2.4 Permitted Uses such as a duty free export distribution facility are permitted in this area;
- 5.3.3.2.5 Retail uses are permitted only if they are directly associated with other types of commercial marine uses. They must be located at grade facing the street;
- 5.3.3.2.6 Office uses are permitted only if they are directly associated with the marine or light industrial uses;

- 5.3.3.2.7 Surface parking is permitted in this area;
- 5.3.3.2.8 Where possible public will be provided physical, or at least visual, access to the Marine Employment Area for parking, and to experience a working marine employment area;
- 5.3.3.2.9 Marine-related tourist and recreation uses such as tourist services, cruise ship terminals, marinas, rentals, public boat launching and related activities, are encouraged;
- 5.3.3.2.10 Provide public access to the boat launching facilities given operational requirements of businesses;
- 5.3.3.2.11 Accommodate potential use for passenger ferries, and for emergency use for vehicle ferries, if appropriate;
- 5.3.3.2.12 Residential uses above the ground floor may be considered if they are for caretakers, seasonal staff, or are compatible with the marine and light industrial uses that are the primary focus of the area. If present, residential uses must be located away from the Squamish Terminal, and must be buffered from noise and light by intervening buildings; and,
- 5.3.3.2.13 Use of the water in this area should be generally associated with adjacent employment land use.

5.3.4 Primary Employment

5.3.4.1 Objectives

This core employment area is located in the central portion of the southern end of the Oceanfront. This location provides an attractive working environment since it is close to the ocean and views, the Village Centre and all the recreational activity provided at the south end. These kinds of amenities are crucial competitive attributes if Squamish is going to be successful in attracting more professional, creative and knowledge class workers who will help build a new economic foundation for the community. The Primary Employment area shall provide for a wide variety of employment land uses such as light manufacture, some service commercial and retail, professional and business use and high technology. It will also be appropriate to allow for a limited amount of mixed-use or even multi-unit residential use in some areas, to ensure ultimate viability of the development. Any mixed-use or multi-unit residential use shall be limited to a maximum of 25% of the overall Primary Employment site area and be located so as to not negatively detract from the primary land use. Although there will be a wide range of employment use, it will be necessary to focus certain activities and uses within industry sectors to maintain the integrity and principles of the Sub Area Plan.

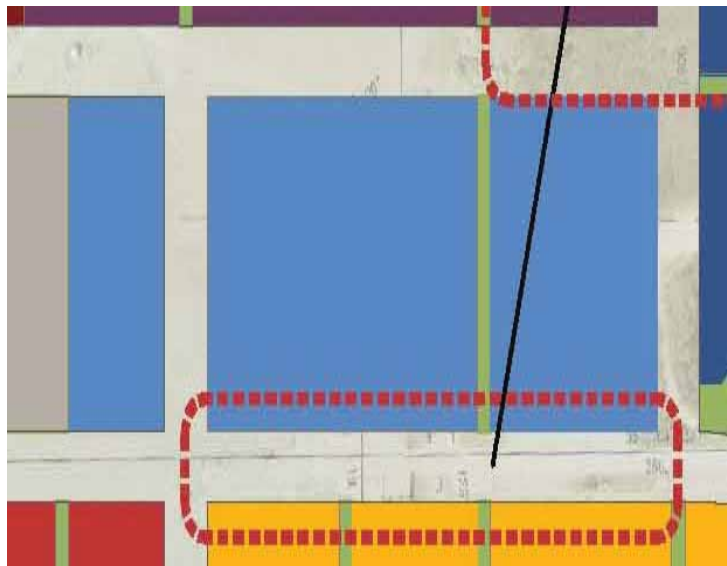


Figure 17 - Primary Employment

5.3.4.2 Policies

- 5.3.4.2.1 Maximum permitted density is 1.5 FAR in the Primary Employment area;
- 5.3.4.2.2 Uses such light manufacture, professional and business office use and high technology office are permitted in this area;
- 5.3.4.2.3 Accessory residential uses are permitted above the ground floor if they are compatible with the employment uses that are the primary focus of the area;
- 5.3.4.2.4 Any light manufacturing use should front the Waterfront Employment area and shall not be permitted to discharge any odors, heat or vibration;
- 5.3.4.2.5 Retail and commercial service uses are permitted at the south end adjacent to the surface parking area, the Oceanfront Park and the Main Access Road. They must be located at grade level;
- 5.3.4.2.6 Encourage a small grocery store in this location, sized to service the peninsula; and daycare and child care uses are encouraged in the primary employment area;
- 5.3.4.2.7 Surface parking is permitted in this area subject to appropriate screening and landscaping.

5.3.5 Main Street Flex Use ┌ — ┐

5.3.5.1 Objectives └ — ┘

This area provides a flexible framework to extend the potential for pedestrian-oriented commercial and retail activity from the Village Centre along the Main Access Road to the Village Crossroads. On the west side these uses would be located on the ground level of the development facing the Main Access Road with professional employment uses on the levels above. On the east side there would be similar use at ground level with residential use above.

The commercial flex uses shall be an optional use rather than a required use to allow the primary use to take priority.

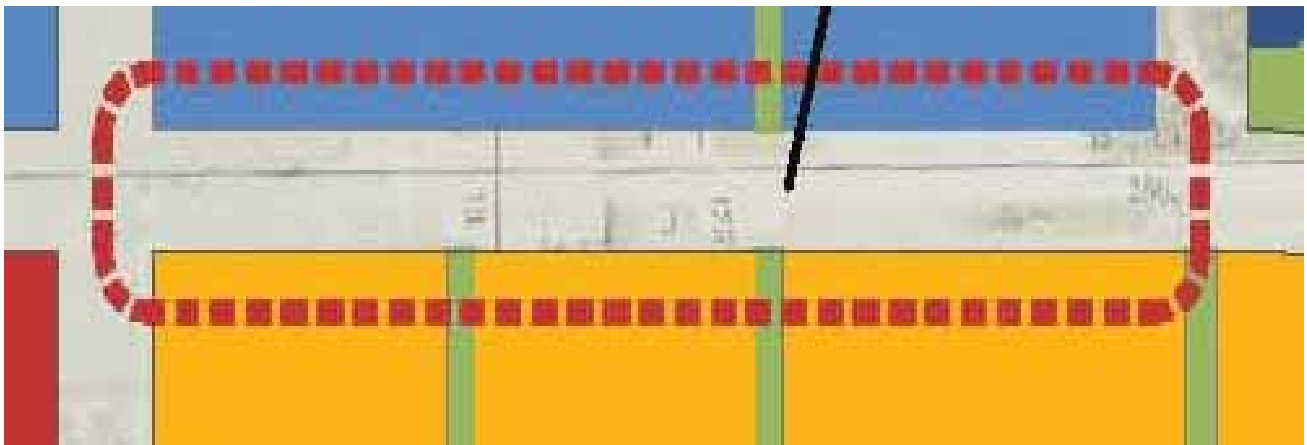


Figure 18 - Main Street Flex Use

5.3.5.2 Policies

- 5.3.5.2.1 Uses such as retail, entertainment, cultural, and tourist activities and services that serve the needs of both local residents, employees, and tourists are permitted within the Main Street Flex Use area as identified on Schedule G;
- 5.3.5.2.2 Commercial experience is themed to enhance the connection between the commercial village and the learning centre;
- 5.3.5.2.3 Any permitted commercial uses are required at grade facing all public spaces to meet local retail and service needs, to create a draw, and to enliven public spaces;
- 5.3.5.2.4 Encourage innovative parking and transportation standards to create a more pedestrian oriented environment.

5.3.6 Education and Institutions

5.3.6.1 Objectives

The Education and Institutions area has been ideally positioned in the center of the Oceanfront peninsula. This provides an essential complimentary bridge between the main residential areas and the employment areas. It fronts on green space and the Cattermole Slough that lends itself well to a student or other similar campus environment. Students and staff can easily walk to the south end where the Village Centre, employment areas and parks are situated, the main residential areas and downtown to the north, and the Civic Use area that is immediately adjacent. The size of this area is adequate to meet the future needs of the existing higher education facilities already serving or interested in serving Squamish as it expands and grows.

The primary land use for this neighbourhood will allow for the use and construction of educational, institutional, social, recreational, student housing and commercial uses associated with a post-secondary educational or institution campus. Prior to finalizing the zoning for this parcel, it would be prudent to explore the ability to have some flexibility to accommodate residential land use, should the primary use, or some portion thereof, not be determined to be viable.



Figure 19- Education and Institutions

5.3.6.2 Policies

- 5.3.6.2.1 Maximum permitted density is 1.75 FAR in Education and Institution area;
- 5.3.6.2.2 Uses such as universities, post-secondary education, technology institutions, private schools, and arts schools and accessory student or faculty housing are permitted;
- 5.3.6.2.3 Accessory uses such as commercial, recreational and cultural activities that support the primary education and institutional use are also permitted;
- 5.3.6.2.4 Any permitted commercial uses shall be located at grade and face public spaces where possible;
- 5.3.6.2.5 Surface and structured parking are permitted in this area, subject to appropriate screening and landscaping;
- 5.3.6.2.6 Encourage innovative parking and transportation standards to create a more pedestrian oriented environment; and
- 5.3.6.2.7 Permit shared parking facilities with adjacent Civic Use as described in section 5.4.10 and shown on Schedule H.

5.3.7 Cattermole Slough Flex Use [- - -]

5.3.7.1 Objectives

Along the western side of the peninsula along the Cattermole Slough in an area that is designated for Marine Services or Educational and Institutional, there exists an area that will have a flexible zoning to incorporate possible residential use.

The rationale is that depending on market demand, land availability, or other considerations, these lands may be developed in whole, or in part, to reflect adjacent land-uses.

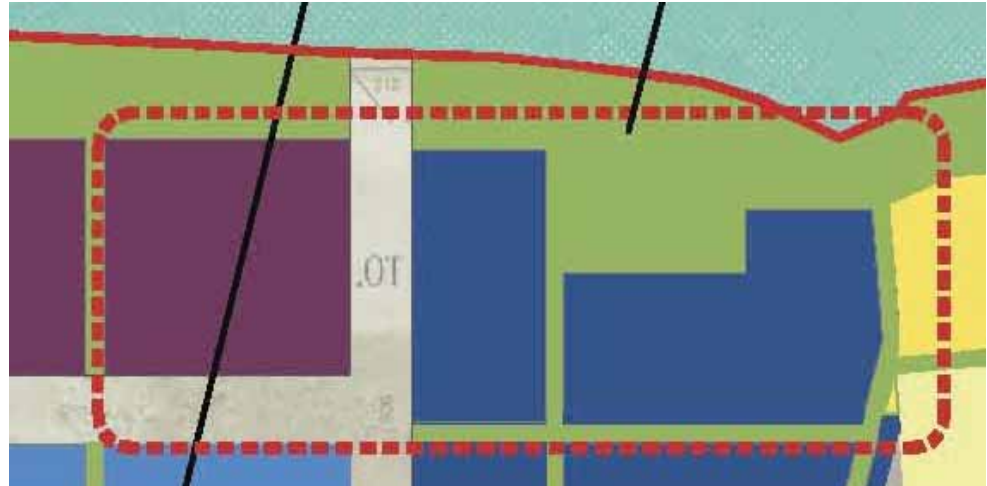


Figure 20 - Cattermole Slough Flex Use

5.3.7.2 Policies

- 5.3.7.2.1 Any permitted residential use will be at the discretion of the District of Squamish;
- 5.3.7.2.2 Residential if permitted here will abide by similar policy to the Cattermole Waterfront Residential.

5.3.8 Cattermole Waterfront Residential

5.3.8.1 Objectives

The western exposure along the Cattermole Slough is quiet, affords shelter from the prevailing winds, has ample green space setbacks and yet still maintains a waterfront character to enhance residential value. The massing of this area provides for low density townhome development fronting the Cattermole



Figure 21- Cattermole Waterfront Residential

Slough with some medium density condominiums situated closer to the Education and Institution area. The objective is to scale the massing and density away from the water edge to create a sensitive interface with the natural edge and maximize light and views for all the residential development behind. The location off the Main Access Road makes this area feel more “residential” in character.

The primary land use for this neighbourhood shall allow for the use and construction of multi-unit residential buildings, which can range from condominiums and apartment buildings to attached townhouse dwellings.

5.3.8.2 Policies

- 5.3.8.2.1 Maximum permitted density is 1.5 FAR in the Cattermole Waterfront Residential area;
- 5.3.8.2.2 Permitted Uses are Multi-unit residential in the form of four storey apartments and two and three storey townhouses. Single-detached housing is not appropriate here;
- 5.3.8.2.3 Daycare and other similar accessory neighbourhood service uses are also encouraged in the Cattermole Residential Area;
- 5.3.8.2.4 Maintain lower built forms close to the water so as to afford views for developments located in the interior of the peninsula;
- 5.3.8.2.5 Create a less intensive development edge against the natural Cattermole Slough environment with physical and visual access to Cattermole Slough;
- 5.3.8.2.6 Support but do not mandate the ability to allow live-work units in the residential areas;
- 5.3.8.2.7 Provide underground or covered parking as opposed to surface parking. Encourage innovative parking and transportation standards to create a more pedestrian oriented and environmentally sensitive environment;

5.3.8.2.8 Encourage zoning innovation to allow for the inclusion of:

- Rentals, allowing secondary suites in townhouses or lock-off suites in apartments within the neighbourhood; and
- A portion of the units will be required to be adaptable and accessible units.

5.3.9 Mamquam Waterfront Residential

5.3.9.1 Objectives

Mamquam Waterfront Residential is envisioned to be a more urban waterfront neighbourhood that will be desirable as a result of the direct views towards the Chief and Shannon



Figure 22- Mamquam Waterfront Residential

Falls. This will provide a location for those who wish to live closer to the Village Centre and the Neighbourhood Commercial areas in addition to the activity of a vibrant, more urban waterfront environment. It will provide ground-oriented and stacked waterfront townhomes along sections of the Mamquam Blind channel, as well as condominiums in a variety of sizes massed along the Main Access Road.

Certain condominiums and apartments in this location will be allowed to be taller so as to maintain density with reduced building footprints. This will preserve pedestrian and adjacent development view corridors.

5.3.9.2 Policies

5.3.9.2.1 Maximum permitted density in the Mamquam Waterfront Residential area is 3.5 FAR;

5.3.9.2.2 Permitted Uses such as Multi-unit residential in the form of 4 to 12 storey condominiums and apartments and two and three storey townhouses. Single detached and duplex housing is not appropriate here;

5.3.9.2.3 Maintain lower built forms close to the water, with height stepping up from the water to afford views for developments located in the interior of the peninsula;

5.3.9.2.4 Encourage the design of patios, plazas, courtyards and pedestrian areas that will help create an active and vibrant edge along the Mamquam Blind Channel;

5.3.9.2.5 Ensure that the distribution of density reinforces a walkable community and encourages successful commercial enterprises by increasing density towards commercial/institutional nodes;

5.3.9.2.6 Support but do not mandate the ability to allow live-work units in the residential areas;

5.3.9.2.7 Provide underground or covered parking for all residential development as opposed to surface parking. Encourage innovative parking and transportation standards to create a more pedestrian oriented and environmentally sensitive environment; and,

5.3.9.2.8 Encourage zoning innovation to allow for the inclusion of:

- Rentals, allowing secondary suites in townhouses or lock-off suites in apartments within the neighbourhood; and
- A portion of the units will be required to be adaptable and accessible units.

5.3.10 Interior Residential

5.3.10.1 Objectives



Figure 23- Interior Residential

The Sub Area Plan has positioned this core residential area towards the north end of the site. This accomplishes several goals. It positions residential between the existing downtown area and the Oceanfront peninsula commercial and employment areas. This will encourage a live work relationship. The Education and Institution area buffers the neighbourhood from the Oceanfront employment uses and the Squamish Terminals. The massing of the site provides low-density townhome development at the north end against the Westminster Right of Way and the entry park area. High-density condominiums are located in the balance of the area. This scales the massing and density towards the center of the peninsula and allows those developments to have view overlooks over or through the lower density developments along the Cattermole Slough. In addition the views to the east will be facilitated through the Galbraith Park area and other view corridors along the Mamquam Blind.

The primary land use for this neighbourhood shall allow for the use and construction of multi-unit residential buildings, which can range from condominiums and apartment buildings to attached townhouse dwellings.

5.3.10.2 Policies

- 5.3.10.2.1 Maximum permitted density in the Interior Residential area is 2.5 FAR;
- 5.3.10.2.2 Permitted uses include Multi-unit residential;
- 5.3.10.2.3 Building forms will be four to six storey condominiums and apartments and two and three storey townhouses. Single detached and duplex housing is not appropriate here;
- 5.3.10.2.4 Ensure that the distribution of density reinforces a walkable community and encourages successful commercial enterprises by increasing density towards commercial/institutional nodes;
- 5.3.10.2.5 At rezoning, the District may consider the use of amenity based zoning to create incentives for green development or other public amenities;
- 5.3.10.2.6 Support but do not mandate the ability to allow live-work units in the residential areas;
- 5.3.10.2.7 Provide underground or covered parking for all residential development. Encourage innovative parking and transportation standards to create a more pedestrian oriented and environmentally sensitive environment;
- 5.3.10.2.8 Encourage zoning innovation to allow for the inclusion of:
- Rentals, allowing secondary suites in townhouses or lock-off suites in apartments within the neighbourhood; and
 - A portion of the units will be required to be adaptable and accessible units.

5.3.11 Neighbourhood Commercial



5.3.11.1 Objectives

There are two Neighbourhood Commercial areas planned for the Oceanfront that provide vibrant commercial gathering places for the north end of the peninsula. They are located along the Main Access Road to optimize visibility and are within easy walking distance of all the new diagrams Residential, Education and Institution uses. The intent is to make these small consolidated compact areas that do not compete directly with either Downtown Squamish or the Village

Centre. Rather they provide essential services and a level of animated retail activity so as to contribute a “richness of experience,” to the neighbourhoods and provide a pedestrian oriented social centre.



Figure 24- Neighbourhood Commercial

5.3.11.2 Policies

- 5.3.11.2.1 Permitted Uses include local retail, entertainment, essential service activities that primarily serve the needs of the local residents and employees;
- 5.3.11.2.2 Commercial uses should be oriented to public spaces; to create a draw, and to enliven public spaces;
- 5.3.11.2.3 Encourage the use of patios and outdoor eating areas for food and beverage uses;
- 5.3.11.2.4 Small plazas, patios and courtyards open up to the street;
- 5.3.11.2.5 Buildings should be softened with plants and green edges; and,
- 5.3.11.2.6 Encourage innovative parking and transportation standards to create a more pedestrian oriented environment.

5.3.12 Marinas and Waterfront Structures

5.3.12.1 Objectives

The water lot areas in the Oceanfront peninsula are envisioned to be used to reclaim land for the purpose of uses dealt with above, provide for marine structures and to host a variety of marine activities and uses.

The majority of the proposed marina berths in the Sub Area Plan have been located in the Mamquam Blind Channel. This is a sheltered location that will provide activity and ambience critical to the success of the commercial activity on the Oceanfront peninsula. An additional area for marina berths can be accommodated at the south end of Oceanfront Park sheltered by the Pier. These marinas will likely provide a range of berths, marine tourist operators, short-term transient boats and long-term

boats. The old Salt Dock should be replaced with a more modern dock. This is envisioned to provide berthing for large vessels, short term daily berths and for community Sailing Center use. This will also be the likely location for any ferries and water taxis that will link the Village Centre to other Squamish waterfront locations. These activities in the Salt Dock area can create significant activity that will compliment and animate the Village Centre.

The Sub Area Plan does not contemplate any significant marine activity in the Cattermole Slough. The intent is to keep this for more natural and low impact marine activity like kayaking and canoes.

The Cruise Ship Terminal is ideally located in a deep-water portion of the water lot off the Pier and adjacent to the Squamish Terminals. It will also compliment and help screen the industrial marine activity at the Squamish Terminals. The Pier itself should be a floating breakwater that also provides protection for the marina berths at the south end of Oceanfront Park.



Figure 25- Marinas and Waterfront Structures

The Pier presents another opportunity to create a striking community pedestrian feature. It is in a position where one can view all the water activity, up close. It affords great views back to the beaches, parks and Village. It allows one to observe the cruise ships when they are docked. It will be an iconic extension to the pedestrian experience as one walks around the Oceanfront. Yet, it has been stepped back so that it does not block the Howe Sound view from Oceanfront Park, the Village Centre and the Lands' End Beacon.

At key points along the Mamquam Blind Channel it will be appropriate to allow for some other waterfront structures like small piers, docks, commercial ferry terminal, and potentially some small commercial buildings built over the water, extending out from the Oceanfront Walkway.

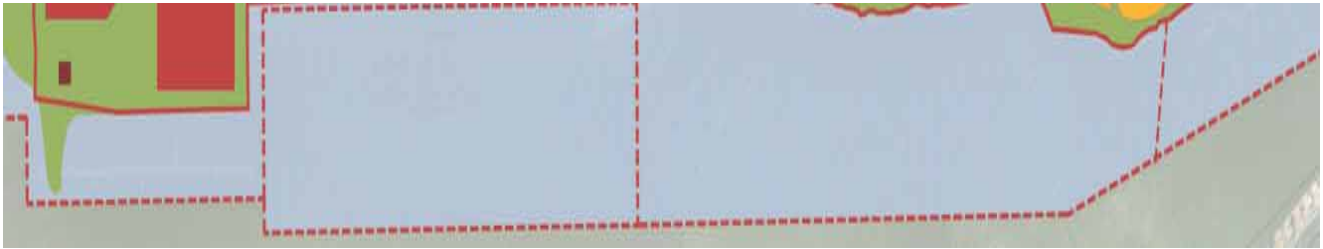


Figure 26 - Mamquam Blind Channel Marina Area

The opportunity to reclaim land within water lot areas is available. Any reclaimed land should adhere to and be consistent with the goals and objectives of the Sub Area Plan, and:

- Generally reflect land use patterns in the Plan;
- Maintain a visual and noise buffer between Squamish Terminals and other industrial uses, and residential uses; and
- Provide for amenities commensurate with the additional development potential realized from the reclamation.

5.3.12.2 Policies

- 5.3.12.2.1 Maximum permitted density in the Mamquam Blind Channel Marina Area is 0.5 FAR;
- 5.3.12.2.2 Permitted Uses include marinas, piers, docks, (including accessory boat rentals, ferry, water taxis and charter operations) floating homes, retail, rentals and tourist activities; The upland portion of the water's edge shall be publicly accessible;
- 5.3.12.2.3 Encourage the Mamquam Blind Channel as a vibrant mix of marine activity and animated public realm;
- 5.3.12.2.4 Ensure land use provides a safe environment for the range of marine activities that will take place in the Mamquam Blind Channel;
- 5.3.12.2.5 Ensure the south end of the peninsula balances the primary views and the natural setting with any marine activity and structures;
- 5.3.12.2.6 Ensure any reclaimed land in water lots properly mitigates and compensates for any environmental impacts;

5.3.12.2.7 Any future reclamation or creation of land for development, other than that currently shown in the Sub Area Plan will require an amendment to the Sub Area Plan. The amendment should show:

- How reclaimed land would be used;
- Uses and circulation patterns in the Oceanfront peninsula would be adjusted to integrate the new land area;



Figure 27 - Local Wildlife

- Any existing land uses would be renewed after the creation of the reclaimed land;
- Proposed use of the area would support the Vision and Guiding Principles of the Sub Area Plan and address compatibility and character;
- The reclamation's environmental impacts would be mitigated/compensated; and,
- Additional amenities that would be provided.

5.3.12.2.8 Maintain the natural character along the Cattermole Slough edge and allow only low impact and small non-motorized watercraft;

5.3.12.2.9 Small watercraft launching and landing will be permitted in the Sailing Centre and Wind Sports Beach area at the south-east portion;

5.3.12.2.10 Uses such as floating homes will be explored along the Mamquam Blind as long as public access along the waterfront is not restricted, and appropriate services can be provided;

5.3.12.2.11 Commercial Uses are permitted along the Mamquam Blind channel;

5.3.12.2.12 Use for marine structures associated with cruise ship activity and terminals are permitted at the south end of the Oceanfront peninsula;

5.3.12.2.13 Dredging activity that is required to accommodate any of the above uses would be permitted;

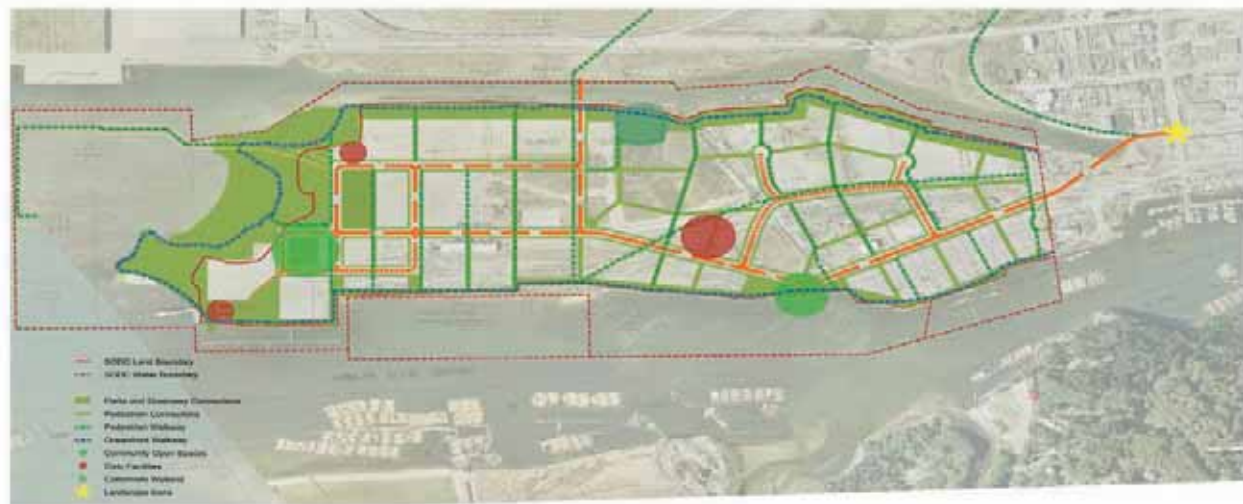
5.3.12.2.14 Encourage innovative parking and transportation standards to create a more pedestrian oriented environment and shared parking use with other complimentary uses and activity; and,

5.3.12.2.15 Development along the Mamquam Blind Channel will provide landing location(s) for local water taxis.

5.4 Parks, Public Spaces and Community Facilities

5.4.1 Overall Objectives

The Parks, Public Space, and Community Facilities at the Oceanfront enhance the livability of Squamish, create new habitat, draw people to the Ocean, and act as a gateway to Squamish for locals and visitors.



PARKS, PUBLIC SPACES & COMMUNITY FACILITIES

SCHEDULE H

5.4.2 Policies

These policies apply to all parks and public open spaces, including street rights of way, and support the broad objectives for Parks, Public Spaces and Community Facilities.

- 5.4.2.1 By providing public parks, plazas, greenways and other open space as generally shown on Schedule H (Parks, Public Spaces & Community Facilities Plan), including space for community and cultural facilities to ensure the highest possible quality of life;
- 5.4.2.2 Parks and Public Spaces shall be built in accordance with the Sustainability Objectives and Policies as set out in section 5.7;
- 5.4.2.3 Vegetated buffers, intended to enhance the ecological health of the riparian or intertidal zone, will be provided in accordance with the requirements of the Riparian Area Regulation, municipal bylaws, or the Squamish Estuary Management Plan, as applicable;
- 5.4.2.4 The Oceanfront will include intertidal areas as a part of the parks space;
- 5.4.2.5 Parks will be used for rainwater management;

- 5.4.2.6 Plant species that are resilient and need little irrigation to minimize or eliminate water demand and pesticide use, will be prioritized for use in public spaces;
- 5.4.2.7 The Squamish Estuary Management Plan is acknowledged and guides the management of estuary lands and the Squamish Oceanfront Peninsula;
- 5.4.2.8 The District will ensure a contiguous trail connection around the entire Oceanfront lands for pedestrian and cyclists;
- 5.4.2.9 The green network will coincide with the trail network and recreation staging areas and will foster connections to other trails and activities in the community;
- 5.4.2.10 Connection between parks and public spaces should be provided along pedestrian friendly street and crossings, and where appropriate between buildings via the trail network;
- 5.4.2.11 Parks will support alternative modes of transportation by providing facilities such as cycle racks;
- 5.4.2.12 Parks will be designed to meet the needs of a range of users, including children, youth, and seniors;
- 5.4.2.13 Parks will gracefully accommodate vehicles where appropriate;
- 5.4.2.14 Shelter for pedestrians from the wind will be provided through the size, shape, and design of public spaces;
- 5.4.2.15 Solar access to the public spaces should be optimized;
- 5.4.2.16 Public spaces (and associated public art) shall be designed to celebrate wind, rain, the ocean, the estuary, and other environmental influences;
- 5.4.2.17 Ensure public spaces have a visual connection with the natural environment, especially treasured near and distant viewpoints;
- 5.4.2.18 Provide signage and other educational opportunities relating to history and environment;
- 5.4.2.19 Maintain good night sky access and minimize light pollution to nearby wilderness areas, use full cut-off light fixtures and restrict light spillage towards the estuary;
- 5.4.2.20 Reduce toxic materials in the environment, use landscape design and integrated pest manage to eliminate the use of pesticides and herbicides;
- 5.4.2.21 Encourage residents of multi-unit residential buildings access to initiate community gardens and utilize edible landscaping;
- 5.4.2.22 Parks will not be subject to formal foreshore protection to allow for soft edges;

5.4.2.23 Provide Washroom facilities for public use and in encouraged in public areas, park areas and within developments in multiple locations;

5.4.2.24 Include seating, amenities, and landscaping in Plazas to create spatial variety and interest.

5.4.2.25 Parks should be designed and constructed in accordance with Crime Prevention through Environmental Design (CPTED) principles and practices.

5.4.3 Oceanfront Beach and Park

5.4.3.1 Objectives

The Oceanfront beach and park will provide a major destination draw at the south end of the peninsula that provides year-round access to the ocean for the entire community, and accommodates large events. It will celebrate and embody the wind and water that so strongly defines the oceanfront environment and will be designed to support major events such as festivals and wind sports competitions.

The Beach will provide more sheltered access to the water for all of the community. A purpose built Windsports Beach will provide access for windsports enthusiasts while other beach areas will accommodate more passive and relaxed access to the ocean. It will be a place that provides year-round access to the ocean for the entire community.

5.4.3.2 Policies

5.4.3.2.1 Oceanfront Park will be Located generally as shown on Schedule H, the Parks Public Spaces and Community Facilities Plan;

5.4.3.2.2 An accessible oceanfront walkway will be accommodated in a combination of permeable and non-permeable surfaces for bikers and walkers;

5.4.3.2.3 Oceanfront Beach and Park should also accommodate everyday use for picnicking, bird watching, and other outdoor activities;

5.4.3.2.4 The park will be primarily soft landscaping, with parking and hard elements as necessary to support anticipated events and activities;

5.4.3.2.5 Surface or structured parking will be provided adjacent to the Oceanfront Park;

5.4.3.2.6 Desirable features include: launch facilities for wind sports; areas to accommodate large festivals and events; an interactive kids' play park; and elements that celebrate and are animated by ocean and wind;

5.4.3.2.7 The park should incorporate a sailing centre on the east side of the park with a ramp for sailing dinghies and paddle-powered boats;

- 5.4.3.2.8 Design of the park will consider habitat creation in the sub tidal and intertidal areas a priority;
- 5.4.3.2.9 Large structured sports fields/facilities are not contemplated for this area;
- 5.4.3.2.10 The park will also feature the “Lands’ End Monument” as a distinctive vertical architectural or public art element;
- 5.4.3.2.11 Desirable features include: gently sloping beach and elements that celebrate and are animated by ocean and wind;
- 5.4.3.2.12 Landscaping and grading will be designed to calm winds on playgrounds and Village Commons;
- 5.4.3.2.13 Landscaping will include bio swales of native plants and grasses for wind protection and habitat creation along the intertidal area. These are separated from each other to provide access to the beach; and
- 5.4.3.2.14 Creosote pilings will be removed or capped.

5.4.4 Village Commons

5.4.4.1 Objectives

Situated within the Village Centre and bordered on three sides with a Hotel and commercial buildings with an open area to the Oceanfront Park. The Village Commons will be supported by a tremendous range of activities nearby, including maritime and office-based business, community recreation, arts, and culture, local shopping and services, a public marina, and residential. The Village Commons is intended to function as the central focus of activity and events on the peninsula. It should be a highly active space, with flexibility to welcome diverse people and events in the day and night throughout the year.

5.4.4.2 Policies

- 5.4.4.2.1 The Village Commons shall be located generally as shown on Schedule H, the Parks Public Spaces and Community Facilities Plan;
- 5.4.4.2.2 The Village Commons should be designed as a highly flexible space, supporting a wind protected location for outdoor concerts, informal kids’ play, people-watching, relaxation, patios for eating and drinking, markets and similar events, community and cultural displays;
- 5.4.4.2.3 The Village Commons will combine soft and hard landscape with furniture to encourage year-round uses and creates interest. It should be laid out and landscaped to protect users from dominant winds; and,
- 5.4.4.2.4 Streets surrounding the Village Commons should be permeable pavers or similar treatment, to promote a pedestrian environment.

5.4.5 Galbraith Park

5.4.5.1 Objectives

Situated at the southern end of existing Galbraith Avenue, the street-end Galbraith Park offers expansive views of the Chief and Shannon Falls. The objective of park design is to preserve and frame those views for travelers along Galbraith, and to provide for local recreational needs of residents and workers.



Figure 28 - Howe Sound

5.4.5.2 Policies

- 5.4.5.2.1 Galbraith Park shall be located generally as shown on Schedule H, the Parks Public Spaces and Community Facilities Plan;
- 5.4.5.2.2 The park will support the recreational needs of the surrounding area and will provide view corridors and green space adjacent to the waterfront walkway;
- 5.4.5.2.3 The park will allow for the Oceanfront Walkway
- 5.4.5.2.4 Anticipated activities include informal viewing points, relaxation and contemplation for children and adults;
- 5.4.5.2.5 The park will be primarily soft landscaping, with hard elements as necessary to support anticipated events and activities; and,
- 5.4.5.2.6 The park will be designed with intertidal habitat as a priority.

5.4.6 Cattermole Wetland

5.4.6.1 Objectives

Enhancing the wetland is intended to symbolize the strength of the link to the estuary beyond Cattermole Slough and reflect the importance of the natural environment to the Oceanfront. The objective is that this will become a fully functioning intertidal marsh restored from its industrial heritage. It may form part of any habitat enhancement required by the Squamish Estuary Management Program (SEMP).

5.4.6.2 Policies

- 5.4.6.2.1 The Cattermole Wetland shall be located generally as shown on Schedule H, the Parks Public Spaces and Community Facilities Plan;
- 5.4.6.2.2 The wetland will be a protected area and the focus of environmental education, and wildlife viewing and similar activities;

- 5.4.6.2.3 The park will be dominated by the wetland itself, with access limited to a boardwalk and perimeter trail;
- 5.4.6.2.4 The wetland will allow for the Oceanfront Walkway;
- 5.4.6.2.5 Human (and canine) entry to the wetland should be restricted through design, signage, and management not fences; and,
- 5.4.6.2.6 The wetland will have a pedestrian low scale bridge over an intertidal zone that will create an interface between the wetland and the brackish water in the Cattermole Slough.

5.4.7 Oceanfront Walkway and Trails

5.4.7.1 Objectives

A public waterfront walkway around the entire Oceanfront is a critical element of the Sub Area Plan, linking major public spaces, and connecting users to the human and natural history of the site. The interconnected trail network cuts through the other land uses running primarily East West at a number of locations across the site for the purpose of allowing users easily access facilities on either side of the peninsula.



Figure 29- Representative Waterfront Illustration

5.4.7.2 Policies

- 5.4.7.2.1 A contiguous public access to the water and trail along the entire Oceanfront Walkway shall be provided and shall be located generally as shown on Schedule H, the Parks Public Spaces and Community Facilities Plan;
- 5.4.7.2.2 The walkway should be designed and constructed to support passive recreational activities and active transportation, including relaxation and contemplation, walking, cycling, and dog walking;
- 5.4.7.2.3 The walkway should be designed with a range of characteristics. The east will generally be urban edge, and the west side more natural;
- 5.4.7.2.4 The walkway need not support secondary activities such as rollerblading along its entire length;
- 5.4.7.2.5 Where marine-related business activities may conflict with recreational use, efforts will be made to maintain a continuous walkway and ensure efficient, safe use; including providing alternate bypass routes where necessary;
- 5.4.7.2.6 Trail sections are shown in the section plans;
- 5.4.7.2.7 Pursue opportunities to enhance habitat along the full length of the waterfront using Green Shores as a guideline;

- 5.4.7.2.8 Link the waterfront walkway with the larger system of trails throughout Squamish;
- 5.4.7.2.9 Punctuate the Oceanfront Walkway with points of interest, from viewpoints to activity centers, and provide a variety of experiences and character along its length;
- 5.4.7.2.10 Enhance the interpretive nature of the Oceanfront Walkway by adding signage about both historical and natural features; and,
- 5.4.7.2.11 Celebrate “Mile Zero” of the Sea to Sky Trail, at the south end of the walkway.

5.4.8 Oceanfront Pier

5.4.8.1 Objectives

The Objective of the pier is to provide access for pedestrians out onto Howe Sound while providing a large vessel dock and protected marina, should such infrastructure be desired.

5.4.8.2 Policies

- 5.4.8.2.1 The Oceanfront Pier shall be located generally as shown on Schedule H, the Parks Public Spaces and Community Facilities Plan;
- 5.4.8.2.2 The Pier must be open to the public at all times with the exception of loading and unloading registered cruise ships;
- 5.4.8.2.3 The Pier will be built on environmentally responsible pilings for the portion required for the cruise ship services. The portion beyond will be a floating structure;
- 5.4.8.2.4 The pier must provide access to the water via ladders or other means to ensure exit from the water;
- 5.4.8.2.5 Pier design will be reviewed by Squamish Estuary Review Committee;
- 5.4.8.2.6 Pier design must enable docking of large scale cruise ships;
- 5.4.8.2.7 All Pier design must work in conjunction with Squamish Terminals and any proposed marina uses;

5.4.9 Water

5.4.9.1 Objectives

Water surrounds the Oceanfront and is a defining feature and amenity; it also functions as part of the larger ecosystem, and is an important part of Squamish’s marine commercial and recreational activities. Treatment of water within the plan boundary will support ecological, recreational, and commercial uses of adjacent waterways.



Figure 30- Representative Waterfront Illustration

5.4.9.2 Policies

- 5.4.9.2.1 To support public recreational use of the ocean, provide docks, launches and related access points;
- 5.4.9.2.2 To acknowledge and respect the importance of Squamish Terminals and related marine activities, ensure that water-based activities are planned and located so they do not interfere with efficient Terminal operations;
- 5.4.9.2.3 Recognize the importance of private business use of the water, and support it in the context of a working harbour. Such use may include ferries, marinas, and other uses that are compatible with nearby land uses;
- 5.4.9.2.4 Enhance intertidal and marine habitat in keeping with requirements under the Squamish Estuary Management Plan and in collaboration with the SERC; and,

5.4.10 Civic Use

5.4.10.1 Objectives

The Oceanfront will be an amenity-rich environment, meeting Squamish's high expectations of community benefits from development. As a part of a model sustainable community, civic and community facilities and services on the Oceanfront will provide the District of Squamish community with recreational, cultural, and social opportunities while at the same time, they will meet the needs of people who live and work there. There is an opportunity to use these facilities to lead and complement sustainability principles, and practices.

The primary Civic use area is near the center of the peninsula, close to the core residential areas, the education and institution area, and within easy walking distance of the Village Centre and the other commercial areas. This area envisions a community amenities facility and a separate facility(s) for other Civic use. Parking could be shared with the neighbouring Education and Institution use.

A small community Sailing Center or Beach facility for storage, club and rental activities can be located near the Wind sports Beach. It will have a drive to boat launch area, a small temporary parking area and washrooms.



Figure 31- Howe Sound

5.4.10.2 Policies

- 5.4.10.2.1 The Sailing Centre, Performing Arts Centre and Arts Workshop, and Community Amenity Centre and separate Civic Facility shall be located generally as shown on Schedule G, the Land Use Plan;
- 5.4.10.2.2 Notwithstanding the location identified on schedule G, the performing Arts Centre may also be located in the Village Centre or Oceanfront Beach and Park area;
- 5.4.10.2.3 The maximum permitted density is 1.75 FAR for Civic Use;
- 5.4.10.2.4 Consider the following community-wide uses, regionally significant facilities as initial priorities and accommodate them in the Oceanfront:
- A multi-purpose recreation and amenity centre;
 - Art exhibit and workshop space;
 - Performance space such as an amphitheater and/or theatre;
 - Clubhouse and accessory recreational and storage facilities; and
 - District of Squamish administration facilities and essential services.
- 5.4.10.2.5 When deciding what initial priorities and/or other civic and community facilities to provide, and how they are designed, consider the following principles:
- Ability to act as a draw to visitors and locals;
 - Authenticity as a Squamish community amenity first;
 - Flexibility of design;
 - Ability to meet needs of all ages and abilities;
 - Cost and long-term viability;
 - Ability to support job creation;
 - Degree of community ownership;
 - Connection to other facilities and activities in Squamish; and,
 - The degree to which they complement amenities elsewhere in the community.
- 5.4.10.2.6 Locate civic and community facilities in or very close to commercial and institutional nodes to act as anchors and contribute to the active nature of these centers;
- 5.4.10.2.7 Develop civic and community uses in tandem with other development uses to ensure residents and employees have access to facilities appropriate to their needs;
- 5.4.10.2.8 Disperse facilities through the peninsula: do not co-locate them all;
- 5.4.10.2.9 To the extent possible, allow for the Arts Community to use the blue warehouse facility;
- 5.4.10.2.10 Encourage mixed-use facilities, in which community uses are combined with other users such as private businesses, residential or institutions. Look for complementary uses where participation would strengthen the business case for each partner; and,
- 5.4.10.2.11 Surface parking shall be permitted and should look to share use with neighbouring uses.

5.5 Buildings and Built Form

Building heights, location, character, and their relationship to public spaces are the subject of this section. The Oceanfront is a spectacular place with a unique marine character. Buildings on the Oceanfront need to reflect this character and beauty, and capture and extend Squamish's sense of self. Buildings can go beyond responding to local conditions to actually celebrate the wind, rain and views, and their overall form can also create a strong sense of place. The community of Squamish has indicated that there is strong support for high environmental performance for buildings. In terms of built form, the Sub Area Plan provides a coherent form and massing concept for the peninsula as a whole and a balance between building a thriving dynamic living, playing and working environment and supporting other community objectives. It has embraced the goal to provide certain areas with "small town character", provide strong diverse architecture, maintain sensitivity to the relationships with natural features and amenities, and optimize the preservation of key views and focal points. Height and density have been increased in certain areas as a mechanism to enhance the ability of the Oceanfront peninsula to provide a strong array of community amenities, assets and benefits. Strong planning rationale has been employed to optimize the location of these specific more dense forms.

While some policy directions have been defined for buildings, an objective of this policy is to achieve community goals within a flexible framework, recognizing that community needs, market realities, and the understanding of what is best may change over the 20-40 year build-out period.



BUILDINGS AND BUILT FORMS

SCHEDULE I

5.5.1 General Objectives

Reflecting the ***Oceanfront Guiding Principles***, policies in this section will work together to:

- Contribute to Squamish through a strong relationship to downtown;
- Support a strong identity by reflecting local history, community and environment;
- Be a model of green development through green building commitments; and,
- Enhance livability through design that creates great spaces between buildings.

5.5.2 Height, Density and Massing



Figure 32- Building Massing Rendering

5.5.2.1 Objectives

These policies are established to:

- Maintain heights and massing that grow out of and are consistent with massing objectives of Downtown Squamish;
- Help identify prominent locations on the Oceanfront;
- Arrange the land use objectives of the Sub Area Plan;
- Support an intensity of users and activities that will enliven and make safe public open spaces; and,
- Permit height and massing as generally shown in the Buildings and Built Forms Plan.

Where a proposed development site straddles more than one designation, each designation will apply generally to that portion of the site on which it is shown on the Plan, and the total density on the site shall not exceed the average of the densities for each designation, weighted by area;

In general, buildings should be massed to enhance passive solar heating and passive ventilation.

5.5.2.2 Policies

5.5.2.2.1 Maximum permitted building heights will be in accordance with Schedule I;

5.5.2.2.2 Buildings exceeding 6 stories will only be considered subject to the District's ability to provide appropriate fire fighting response;

5.5.2.2.3 In areas designated for buildings two stories or less, the following guidelines apply:

- Low-rise commercial buildings may have higher floors heights to accommodate retail, restaurant, service, light industrial, manufacturing, equipment repair, and similar activities;
- Community Centers and Performing Arts buildings may have higher floor heights to accommodate the specialized use.

5.5.2.2.4 In areas designated for buildings three storey's or less, the following guidelines apply:
Preferred building forms are:

- 2-3 storey townhouses and townhouse mews
- Standalone office or commercial buildings,
- Mixed use buildings
- Stacked townhomes

5.5.2.2.5 In areas designated for buildings of 4 storeys or less, the following guidelines apply:

Preferred building forms are:

- Up to 4 storey stacked townhouses,
- 4 storey condominiums, education and institution, and mixed use buildings
- Standalone office or commercial buildings,

5.5.2.2.6 In areas designated for buildings of 6 storeys or less, the following guidelines apply:

Preferred building forms are:

- 4-6 storey condominium, education and institution, and mixed use buildings
- Standalone office or commercial buildings,

5.5.2.2.7 In areas designated for buildings 12 storeys or less, the following guidelines apply:

- Will be located close to nodes, where added density supports their vitality and the building(s) help identify them;
- Will enhance key views to the site and minimize impacts from the downtown, and within the Oceanfront;
- Will enhance a coherent urban form and slender massing concept;
- Will have adequate fire service;
- Will fit and complement the surrounding streetscape, in terms of façade articulation, street wall height, and base treatment; and
- Will avoid shadowing of important public spaces.

5.5.3 Character and Identity

5.5.3.1 Objectives

An objective of the Sub Area Plan is to develop coherent guidelines for building character as part of the detailed planning and design process. Character should be an authentic reflection of the Squamish community and the unique aspects of the Oceanfront. A diverse architectural character is preferred to a unifying theme.



Figure 33- Oceanfront Village Rendering

5.5.3.2 Policies

5.5.3.2.1 Buildings should contribute to the establishment of an authentic Squamish vernacular that will create a unique neighbourhood expression:

- A west coast marine character along the waterfront edges, particularly for the lower height buildings and structures.
- A more contemporary yet diverse character for the interior areas and for taller structures.



Figure 34- Representative Waterfront Illustration

- In the Village Centre, the Neighbourhood Commercial areas, and buildings fronting along the Main Access Roads, the facade of buildings should be articulated to create intervals that maintain a small-town feel by reflecting historical building types and scales.

5.5.3.2.2 Through building massing and design, buildings should respond to and celebrate key environmental influences:

- Strong on-shore winds;
- Marine environment, animals and fish, and uses;
- Mountains – streams, trees, granite and snow; and,
- Rain, clouds, fog, and snow.

5.5.3.2.3 Consider iconic building design in landmark locations. Design of these buildings may depart somewhat from that typified by Oceanfront character guidelines, but must complement them and reinforce their intent;

5.5.3.2.4 Through building form and sitting, and the pattern of blocks and streets, maintain key public views and enhance the public experience of dominant surrounding landforms.

5.5.3.2.5 Require or encourage:

- Visible “green” features;
- Authentic, local materials;
- Warm colours and those that reflect the natural environment – greys, greens, blues;
- Translucent weather protection for pedestrians;
- Varied, interesting facades and roof lines;
- Strong relationship between interior spaces and public space;
- Sensitive transition between public and private realms; and,
- Human-scaled spaces and features (e.g. narrow retail units).

5.5.4 Building and Public Realm

5.5.4.1 Objectives

It is important to maintain pedestrian friendly relationships with all building forms at the public interface.

5.5.4.2 Policies

- 5.5.4.2.1 Frame streets and plazas with buildings at a comfortable scale for pedestrians, appropriate to the width of the public space. Maintain a low- to mid-rise facade, with taller buildings set back above that height to maintain a consistent street wall. Ensure private and public spaces are clearly distinguished, and that transitions between them are well managed; and,
- 5.5.4.2.2 Ensure solar access to streets and most importantly to key parks and public open spaces. Limit shading between 10 am and 2 pm between spring and fall equinoxes.



Figure 35- Representative Pedestrian Walkway

5.5.5 Site Landscaping

5.5.5.1 Objectives

Site landscaping should be sensitive to environmental goals and contribute to the character of the Oceanfront peninsula.

5.5.5.2 Policies

- 5.5.5.2.1 Native plant species are preferred, and particularly those that complement the adjacent estuarine environment;
- 5.5.5.2.2 To create safe spaces, support the principles of Crime Prevention Through Environmental Design (CPTED) without compromising other policy objectives;
- 5.5.5.2.3 Design landscaping to provide habitat for birds, small mammals, and where appropriate, fish. Ensure that it is “bear-aware” and use native plants wherever possible;
- 5.5.5.2.4 Encourage significant amounts of interesting landscaping;
- 5.5.5.2.5 Discourage landscaping that completely blocks views of private space from public space;
- 5.5.5.2.6 Eliminate the use of pesticides and herbicides through landscape design and Integrated Pest Management approaches; and,
- 5.5.5.2.7 Encourage development of gardening opportunities for residents and businesses, including shared and patio or balcony gardens. Consider potential for the use of green roofs for gardening.

5.6 Access and Circulation

5.6.1 Objectives

The Oceanfront access and circulation plan objectives are as follows:

- Ensure that the Oceanfront is well connected to the rest of Squamish by all modes of transportation as recommended through the Downtown Squamish 2031 Transportation Plan;
- The connection network provides safe, convenient, easily navigated and pleasant access for people of all abilities;
- Ensure that there are two access points for vehicles at the completion of the development with alternative access for emergency vehicles as required;
- Encourage modes of transport that minimize the environmental impact and long term overbuilt infrastructure obligations;
- Encourage compact development, alternative means of transportation, and an urban form that is not dominated by parking while balancing the need for parking



CIRCULATION PLAN

SCHEDULE J



CYCLING ROUTE

SCHEDULE K

5.6.2 Walking and Cycling Policies

- 5.6.2.1 Cycling and walking trails will be arranged as generally described on Schedules K and L
- 5.6.2.2 Cycling and walking trails will connect to other trails and community amenities in Squamish;
- 5.6.2.3 Walking and Cycling gateways will be established on the trail network to act as gathering points for the start of walks or bicycle excursions;
- 5.6.2.4 Walking and cycling priority will be demonstrated at the Oceanfront with bike lanes and sidewalks on all main streets;
- 5.6.2.5 The District will explore separated or protected bike lanes as appropriate.
- 5.6.2.6 Safe pedestrian walking and cycling cross walks will be indicated at intersections, trail heads, and areas of the Oceanfront Walkway that interact with other uses such as marine boat launching;
- 5.6.2.7 Pedestrians will have reasonable spaced outdoor furniture and appropriate lighting for safe travel;
- 5.6.2.8 Walking trails will be constructed in an accessible manner to promote use by all residents of Squamish;
- 5.6.2.9 Employment and civic uses are encouraged to have end of trip facilities or alternatives to support alternative transportation such as cycle racks, lockers and showers;
- 5.6.2.10 Layout and signage will allow for various users' needs and abilities to find their way around the Oceanfront; and,
- 5.6.2.11 Storm drains or other municipal service access points will be flush with road surfaces to minimize safety hazards for cyclists. Any grates will not have openings wider than 15 mm and will be placed perpendicular to traffic flow.



PEDESTRIAN CONNECTIONS

SCHEDULE L

5.6.3 Public Transit Policies

- 5.6.3.1 Work with BC Transit to ensure that the Oceanfront is well served by transit which is an essential component to achieving the sustainability objective of reducing dependency on the private automobile;
- 5.6.3.2 Land owners and business owners will work with the District to explore more convenient public transportation for regional commuting;
- 5.6.3.3 Ensure that transit system is designed such that all of the Oceanfront residents and workers are within a five minute walk of a transit stop;
- 5.6.3.4 Transit stops will have appropriate curbs, shelter and seating;
- 5.6.3.5 Cycling and walking trails will be coordinated with Transit stops; and,
- 5.6.3.6 Development along the Mamquam Blind Channel will consider docking locations for a local water taxi service.



TRANSIT PLAN

SCHEDULE M

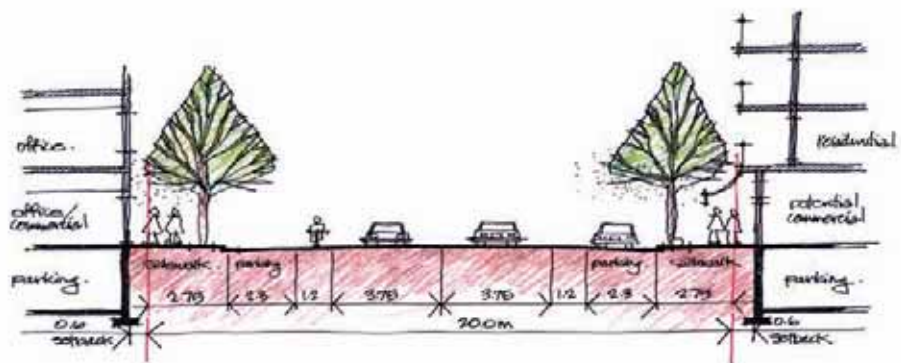
5.6.4 Road Access and Circulation Policies

- 5.6.4.1 Primary Road access will be via Cleveland Avenue per Schedule J, the Circulation Plan;
- 5.6.4.2 Secondary Road access will be via a bridge over the Cattermole Slough to 3rd Avenue generally as per Schedule J, the Circulation Plan;
- 5.6.4.3 Before the final secondary access is complete, a temporary secondary access will be considered from Loggers lane through a temporary right of way as identified on the Access and Circulation Plan to provide safe and direct access points to the neighbourhood that permit efficient circulation of emergency vehicles;



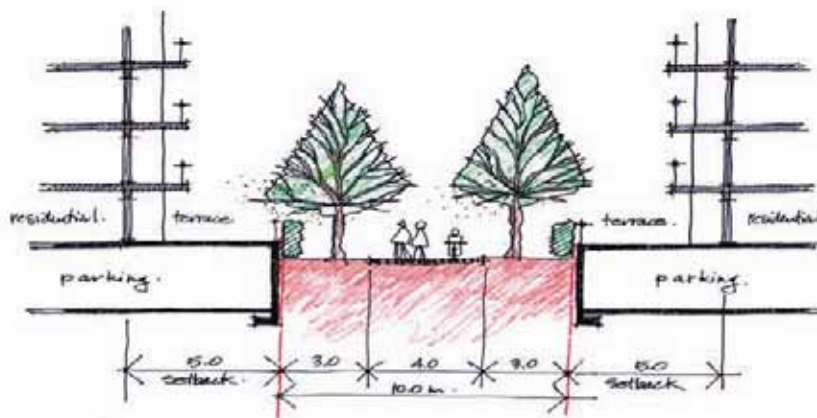
- 5.6.4.4 Development standards consistent with the Smart Growth on the Ground planning principles will be applied, specifically in the design and construction of the streets;
- 5.6.4.5 Private roads to access development parcels will be permitted;
- 5.6.4.6 The District should ensure Site access and off-site road systems are upgraded where necessary to accommodate the build out of the Oceanfront;
- 5.6.4.7 Site design will minimize travel lane widths, reducing street crossing distances and vehicle speeds; and
- 5.6.4.8 Schedules N-Q are conceptual only, but represent preferred cross sections, row width, and right of way widths.





VILLAGE STREET SECTION

SCHEDULE O



GREEN STREET SECTION

SCHEDULE Q

5.6.5 Marine Transportation Policies

- 5.6.5.1 Encourage the use of the Mamquam Blind Channel as a transportation corridor between the Oceanfront and Downtown Core;
- 5.6.5.2 Establish launching points for dinghy's and non-motorized vessels;
- 5.6.5.3 Establish a separate launching point from dinghy launch for larger sail and power boats;
- 5.6.5.4 All marine related public transportation will be accessible and cyclist friendly; and,
- 5.6.5.5 Establish a plan to manage the interface and safety of boaters accessing marina's and the Mamquam Blind Channel and other non-motorized vessels including kite boarders, wind surfers, sailors, kayakers, canoeists, etc.



MARINE CORRIDORS

SCHEDULE R

5.6.6 Parking Policies

- 5.6.6.1 Align parking policies for residential and commercial buildings with the District’s Squamish Downtown parking standards;
- 5.6.6.2 On and off street parking will be provided generally as per the areas shown on Schedule S, the Parking Plan;
- 5.6.6.3 Where parking demand varies over the course of the day or week for different activities and land use, shared parking facilities are encouraged where proven feasible;



PARKING PLAN

SCHEDULE S

- 5.6.6.4 Developers will be encouraged to incorporate co-op car programs and parking stall sale programs to discourage car uses;
- 5.6.6.5 The District will investigate a “small car bylaw” to reduce parking numbers.

- 5.6.6.6 Parking structures with one underground level and one street level parking lot will be investigated at the multilevel parking locations identified on the Parking Plan;
- 5.6.6.7 The District will investigate the requirement for a larger structured parking lot at the Civic Use site if demand requires this additional parking in the future;
- 5.6.6.8 Multi-storied buildings will be encouraged to incorporate underground parking into the development applications;
- 5.6.6.9 The District will explore parking arrangements that reward cooperatively owned vehicles and vehicles that emit fewer greenhouse gases; and
- 5.6.6.10 Parking levels will be consistent with accessibility of the site by walking, cycling, and transit with the overriding objectives to reduce auto use.

5.7 Sustainability

The Squamish Oceanfront peninsula will be a community that embraces the principles of sustainable development. Identified as a key priority by the Squamish community in the Create the Oceanfront planning process, the policies in this Sub-Area Plan aim to achieve targeted goals for sustainability on the Oceanfront.

5.7.1 General Objectives

The sustainability objectives for the Squamish Oceanfront are as follows:

- 5.7.1.1 **Protect, Enhance and Rehabilitate Natural Ecosystems** – The Oceanfront development will focus on protecting, enhancing and rehabilitating ecological features for people, animals, and plants;
- 5.7.1.2 **Foster Economic Development** – The Oceanfront development will work to achieve the community driven goal of job creation at the Oceanfront important for community sustainability;
- 5.7.1.3 **Aim for reduced Energy use and reduced GHG**– The Oceanfront will endorse and support development plans for the District of Squamish Community Energy Action Plan. Support the District’s OCP and Downtown Transportation Plan by designing a community that prioritizes walking, cycling, transit and water-based transportation options over private single occupant vehicles;



Figure 36- Sailing on Howe Sound

5.7.1.4 **Build Green Infrastructure and Green Development** – The Oceanfront will adopt responsible development principles for building and neighborhood development. The Oceanfront will support “naturalized” storm water management and reduce potable water consumption through the use of low-flow technologies. The Oceanfront will target “zero waste” and ensure SODC’s waste management strategies are aligned with the policy recommendations of the Squamish-Lillooet Regional District’s (SLRD) Solid Waste Management Plan (SWMP);

5.7.1.5 **Focus on public open spaces and parks for community cohesion** – Support a network of new and existing green spaces that are linked together through the Oceanfront and support ecological and diverse social functions. Honour the culture and heritage of Squamish through vistas, public art, recreational opportunities and park infrastructure;

5.7.1.6 **Be sustainably focused on Land Use, Density & Site Layout** – The Oceanfront will adhere to Smart Growth on the Ground Principles for mixed-use community design including criteria for neighborhood pattern and design; and,

5.7.1.7 **Be accountable to the Community** – The Oceanfront will create a dashboard of measurable indicators that allow the community to understand how the Oceanfront is doing against its sustainability targets.

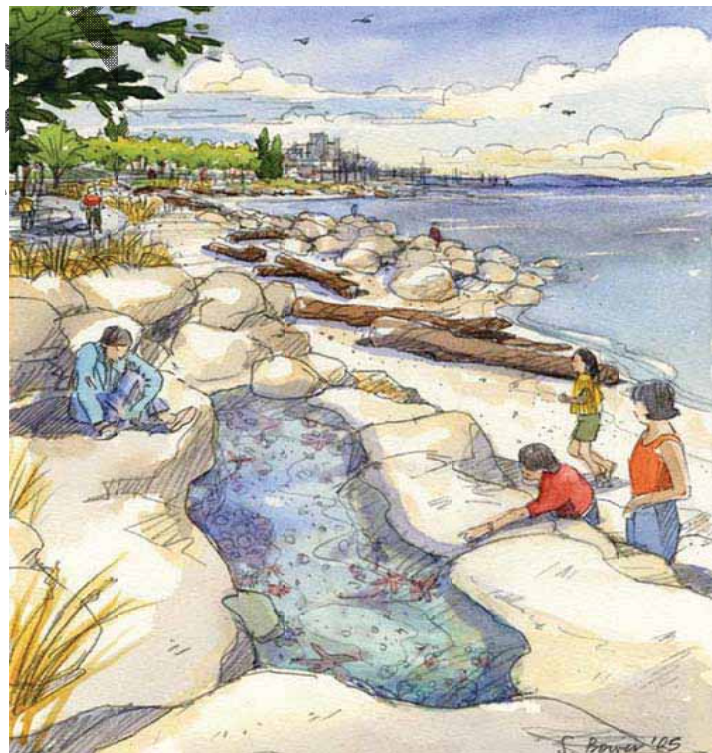


Figure 37- Representative Waterfront Illustration

5.7.2 Environmental Sustainability and Habitat Enhancement

5.7.2.1 Objectives

5.7.2.1.1 **Rehabilitating previously contaminated land and water** - The Oceanfront land is the previous site of Nexen Chemicals. As such, the first and most important, sustainability priority at the Oceanfront is completing the cleanup of the site for the use outlined in the Sub Area Plan. The Sub Area Plan also includes some fill at the south end of the land. This fill is a key tactic to rehabilitating the marine habitat at the Oceanfront Park. This rehabilitation and creation of new clean habitat will be reviewed as part of the environmental assessment process.

5.7.2.1.2 Creation and protection of sub-tidal habitat - Through the environmental review process for the rezoning of the Oceanfront, opportunities will be identified to protect and enhance key sub tidal habitat that sits within the boundaries covered by the Sub Area Plan. Areas already considered for this are the base submarine portions of the Oceanfront Park, anchors and substructure of the Oceanfront Pier and other floating marine features. The focus here will be on creating intertidal or sub tidal rock reef (boulder, cobble) or other structures to encourage bladed kelp or red algae growth. Considered in the plan will be a hierarchy of preferences to avoid impacts on critically sensitive ecological features that should include the following;

- Avoidance of Impacts - i.e. through alternate relocation or project redesign;
- Mitigation - i.e. implementing sediment controls to protect fish habitat or using timing windows to minimize effects during periods of low fish presence.



HABITAT ENHANCEMENT PLAN SCHEDULE T

5.7.2.1.3 Creation and protection of intertidal habitat - For salmon smolt, herring, and other fish and wildlife the intertidal areas are key habitat. The Sub Area Plan should follow the Green Shores Principles outlined in the Green Shores Case study that was done in March 2007 and should apply them along the Cattermole Slough up to the area reserved for water access in the Marine Centre. This will include opportunities for eelgrass restoration and other habitat upgrades. Efforts should be made to make the Cattermole Wetland partially intertidal to add diversity to the wetland habitat. One of the key tactics for the protection of this intertidal area is a low profile bridge over the Cattermole Slough as outlined in the Sub Area Plan. Oceanfront Park will have new opportunity for intertidal habitat with the removal of creosote pilings and hard vertical edges. On the Mamquam Blind Channel, with a more urban character, the intertidal area will consist of the most appropriate combination of habit benches on vertical pilings, partial foreshore with structural terraced natural rip wrap or natural foreshore. The Oceanfront trail in this area will be a combination of boardwalks or vented cantilevered boardwalks.

5.7.2.1.4 **Creation and protection of upland habitat** - There are a number of opportunities for upland habitat creation in the plan. The Oceanfront Walkway allows for natural habitat and a healthy 25 meter riparian setback along the Cattermole Slough. The Oceanfront Park is about the community and access to the ocean but will have continuous pockets of natural habitat above high tide to shelter animals and people from the wind.

5.7.2.2 Policies

The following policies apply to the environmental sustainability of the Oceanfront Neighbourhood.

- 5.7.2.2.1 Protect, enhance and rehabilitate habitat at the Oceanfront;
- 5.7.2.2.2 Setback on the Cattermole slough should be no less than 20m from high tide mark;
- 5.7.2.2.3 Use Green Shores Principles as a guideline for water interface design;
- 5.7.2.2.4 Limit motorized boat traffic north of the Cattermole Bridge;
- 5.7.2.2.5 Work with the Squamish Estuary Review Committee to develop a policy for grey water in any marina;
- 5.7.2.2.6 Provide high quality terrestrial, riparian and marine habitat areas;
- 5.7.2.2.7 Establish an invasive species identification, removal and replacement program;
- 5.7.2.2.8 Utilize native plant species that are well suited to the regional climate and conditions in all parks, private yards and other landscapes where appropriate;
- 5.7.2.2.9 Use landscape techniques that will reduce irrigation, harmful fertilizer, herbicide and pesticide use;
- 5.7.2.2.10 Create bio-swales in the Oceanfront Park and Beach between ocean access points to create biodiversity in the park;
- 5.7.2.2.11 Incorporate innovative storm water collection infiltration, retention and treatment systems;
- 5.7.2.2.12 Provide water use guidelines that will encourage sustainable and efficient use of water resources;
- 5.7.2.2.13 Plant or improve vegetation buffers between the light source and the shoreline to screen light from the shoreline;



Figure 38- Representative Bike Board Walk Illustration

- 5.7.2.2.14 Angle outdoor lights downwards and away from shorelines
- 5.7.2.2.15 Initiate a program to replace creosote piles with more durable and less contaminated steel or concrete piles;
- 5.7.2.2.16 Review marina anchors as locations for sub-tidal reef locations for eco diversity;
- 5.7.2.2.17 Use remediation strategies as environmental habitat enhancement;
- 5.7.2.2.18 Designate the Cattermole Sough wetland as a natural marine zone;
- 5.7.2.2.19 Decommission the hard retaining walls in the Cattermole Slough and replace with soft shore designed foreshore;
- 5.7.2.2.20 Designate the portion of the Cattermole Sough north of the Cattermole Bridge a natural marine zone;
- 5.7.2.2.21 On the more urban edge of Mamquam Blind Channel, maintain the natural foreshore with sheet piling set back as far as possible in the intertidal zone and use piled or cantilevered boardwalks. Where the setback is not feasible, intertidal benches will be employed to maintain habitat; and,
- 5.7.2.2.22 All habitat design, park design, and foreshore protection will be reviewed by the appropriate government regulators for compliance to environmental standards.



Figure 39- Squamish Oceanfront

5.7.3 Economic Sustainability

5.7.3.1 Objectives

A sustainable Squamish is a working Squamish. The feedback from the community indicated that a key motivation for the use of this land should be in the creation of long term well paid employment. There are number of ways that the Sub Area Plan works to achieve this goal. The plan calls for land use specific to employment use that should generate more than 2200 full time jobs in the professional employment sector, Marine Industry, Education, Retail and Tourism. It also results in thousands of person years of construction employment over the build out.



Figure 40- Representative Pier Panorama illustration



Figure 41- Representative Slough Panorama illustration

5.7.3.2 Policies

The following policies apply to the economic sustainability of the Squamish Oceanfront

- 5.7.3.2.1 The Oceanfront will pursue a balance between regulatory requirements and economic viability;
- 5.7.3.2.2 Provide a variety of commercial space types and sizes to provide growth options for business;
- 5.7.3.2.3 Enhance tourism expansion in the District of Squamish;
- 5.7.3.2.4 Ensure that the target quality level of these new opportunities is coordinated with the economic development direction of the District of Squamish.
- 5.7.3.2.5 Ensure the opportunity for Cruise Ship facilities are available if the District of Squamish requires this facility.
- 5.7.3.2.6 Enhance marine services expansion in the District of Squamish
- 5.7.3.2.7 Enhance educational business expansion in the District of Squamish;
- 5.7.3.2.8 Enhance the knowledge base industry and professional employment in the District of Squamish;
- 5.7.3.2.9 Provide an entertainment retail experience to assist with the economic development of the District of Squamish;
- 5.7.3.2.10 Provide the ability for high speed wireless internet services to the Oceanfront;
- 5.7.3.2.11 Provide post-development employment opportunities within the Oceanfront;
- 5.7.3.2.12 The Oceanfront will look for ways to incent developers to build employment oriented facilities;
- 5.7.3.2.13 Ensure a compact or clustered development approach with a mix of uses to reduce servicing costs and long-term infrastructure maintenance costs that would be incurred by the District;
- 5.7.3.2.14 Incorporate energy efficient design techniques where appropriate to reduce long-term energy and capital requirements of the Oceanfront; and,
- 5.7.3.2.15 Site preparation materials will be sourced locally, as much as possible.

5.7.4 Social Sustainability

5.7.4.1 Objectives

5.7.4.1.1 Public Open Spaces and Parks - Parks and Open Spaces are critical for the health of a community. Small spaces and big multiuse spaces to accommodate a wide variety of groups and gathering occasions have been made available at the Oceanfront. These parks and open spaces provide an opportunity to celebrate the past industrial heritage, the present physical majesty, and the future environmental goals of the District of Squamish. Specific uses considered for the open space are: events, urban gardens, naturally inspired playgrounds, windsports, picnicking, nature reserves, view preservation, water access, public art, historical education, natural education, cycling and walking.

5.7.4.1.2 Land Use, Density & Site Layout - The Oceanfront is part of planning for growth in the most sustainable way in the District of Squamish. If the population is going to double in the next 15 to 20 years, compact neighbourhoods are part of the sustainable approach to growth. Compact neighbourhoods are a combination of residential and commercial use where walking is a viable option for transportation to all services required by the community to prosper over time.

Increased walk ability of downtown Squamish through medium to high mixed-use density, the development of small city blocks on a grid pattern, the development of a pedestrian oriented streetscape with safe, wide sidewalks and greenways that connect neighborhoods to community amenities. The focus on compact neighbourhoods allows for community safety and allows for all demographics of the community to find a home and the services to meet their needs.

5.7.4.1.3 Community Accountability - Sustainability for the Oceanfront has been defined by the community through the extensive public process that has occurred over the last 2 years. An objective of the Oceanfront should be to create a community dashboard that can demonstrate how closely the development is achieving the goals set out by the community. The District will need to determine how to set up and monitor the various components of the community dashboard.

- The Dashboard should consist of the following key indicators that can be measured year over year to judge each of the sustainability cornerstones.
- Each year the acres of habitat will be measured against the previous year. This task can be championed by a community group;
- Number of Herring spawn each year;
- Number of Jobs on the Oceanfront;
- Percentage of the community commuting;
- Annual number of transit users;
- Water and Energy use per residential unit and commercial unit compared to the building standard;
- Annual Tonnes of Waste created by the Oceanfront;
- Acres of public space including public space on landowners land; and,
- Annual number of recreational users of parks.

5.7.4.2 Policies

The following policies apply to the social sustainability of the Squamish Oceanfront:

- 5.7.4.2.1 Provide a variety of dwelling types, sizes and costs to accommodate a wide range of residents;
- 5.7.4.2.2 Incorporate a variety of land uses including residential, commercial, light industrial, marine, educational, retail, open space and habitat;
- 5.7.4.2.3 Foster a strong arts community at the Oceanfront;
- 5.7.4.2.4 Create a dynamic and interesting public realm to foster social interaction gatherings, events, activities, recreation and reflection;
- 5.7.4.2.5 Provide active and passive outdoor recreation opportunities and facilities for storage of recreation gear on site;
- 5.7.4.2.6 Ensure accessibility to all groups interested in using the waterfront for activities that add to the vibrancy;
- 5.7.4.2.7 Promote the availability of Daycare facilities and businesses;
- 5.7.4.2.8 Ensure that a segment of housing is suitable for senior needs in the design;
- 5.7.4.2.9 Utilize the Squamish Oceanfront as a catalyst to re-brand what it means to live in Squamish.
- 5.7.4.2.10 Enhance the identity and vitality of the downtown area by increasing the core population; and,
- 5.7.4.2.11 Incorporate the Dashboard into the public realm to monitor the Oceanfront's progress in achieving its sustainability goals.

5.7.5 Built form Sustainability

5.7.5.1 Objectives

- 5.7.5.1.1 **Energy use and GHG reductions Policies** - The two places energy use and GHG reductions are primarily addressed are related to development and transportation. The Oceanfront supports the District of Squamish Community Energy Action Plan (CEAP) that has evolved as part of the Smart Growth on the Ground concept plan and changes in provincial legislation (bill 27-2008 - Green Communities). As signatories to the BC Climate Action Charter, Squamish will be required to report annually on steps taken to become carbon neutral by 2012. Incentives will be available for any developer that chooses to incorporate viable decentralized (building scale or nodal-scale) renewable energy sources where possible (geo-exchange, solar, wind, tidal, wave etc). Other more specific methods are outlined in the design guidelines but include: thermal property guidelines, solar guidelines, and utility monitoring guidelines.

5.7.5.1.2 Green Infrastructure and Development

Policies -The effort with infrastructure and buildings is to reduce use and waste. A number of key initiatives are broadly specified and specific green and sustainable building techniques are determined at the development permit stage for each development application to the satisfaction of District staff.

5.7.5.2 Policies

The following policies apply to Built Form Sustainability of the Squamish Oceanfront:

5.7.5.2.1 The Oceanfront will be built to take advantage of the District Energy/ NEU systems when they are available;

5.7.5.2.2 Develop in accordance with the District of Squamish approved Smart Growth on the Ground and other approved policies;

5.7.5.2.3 Incorporate leading edge green and sustainable building strategies, including elements of LEED, Green Shores, and other future green design strategies that further the objectives of sustainability as defined above, over the course of the project;

5.7.5.2.4 The Oceanfront will target the provision of metering utilities for all uses. This will help to educate users on consumption;

5.7.5.2.5 Reduce potable water use in residential and commercial/office buildings through the use of low-flow fixtures - such as, but not limited to, dual-flush toilets, 1.5gpm showerheads, 0.9gpm sinks, 0.5gpm lavatories, waterless urinals and high efficiency front load washers;

5.7.5.2.6 Incorporate design and construction technology to maximize energy efficiency, water conservation, and waste reduction;

5.7.5.2.7 The development will incorporate storm water management processes into building design, streetscapes, parks, playgrounds and as landscaping. Example may include exposed pipes as part of park and playground designs, channeling water down the centre of streets, and filtration through bio-swales or constructed wetlands;

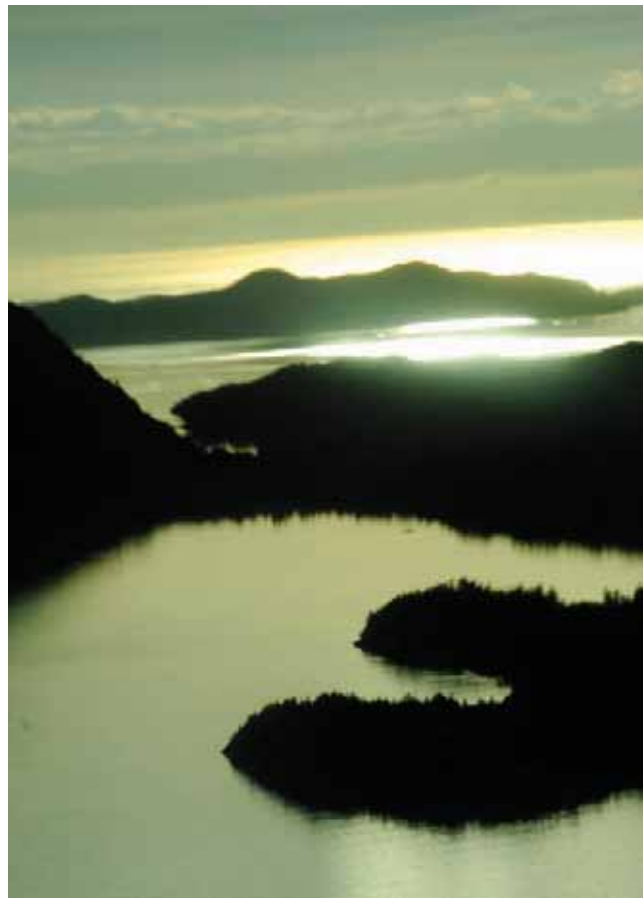


Figure 42- Sun Setting over Howe Sound

5.7.5.2.8 Minimize impervious surfaces wherever possible;

5.7.5.2.9 Incorporate innovative technologies to utilize alternative clean energy options and explore options where opportunities are present, for renewable sources such as geothermal, solar and wind;

5.7.5.2.10 Contribute to achieving higher performance standards in building efficiency while lessening environmental impacts. These initiatives may include: extensive use of glass to maximize natural illumination, building orientation, building insulation, sustainable roofing technology and alternative clean energy options;



Figure 43 - Howe Sound

5.7.3.2.11 The Oceanfront will align with the policy recommendations of the Squamish-Lillooet Regional District's (SLRD) Solid Waste Management Plan (SWMP);

5.7.3.2.12 Provide facilities in all buildings to accommodate a private or municipal recycling program;

5.7.3.2.13 Reuse or recycle site resources and materials in order to reduce waste during construction;

5.7.3.2.14 All Strata's will be responsible for a user pay waste program that incorporates monitoring;

5.7.3.2.15 Three-stream waste separation (garbage, recycling and composting) to residents and businesses on the Oceanfront, including appropriate building design to accommodate receptacles and collection services;

5.7.3.2.16 Contractors will use on-site recycling and disposal bins or recycle their own waste. Set aside an area of the job site to store salvaged building materials and house recycling bins; and,

5.7.3.2.17 Incorporate alternative development standards to minimize road widths and other hard infrastructure.

5.8 Infrastructure

This section deals with the usually unseen but essential systems that support a healthy community: water and sewer systems, energy, solid waste management, and storm water management. Each of these human systems interacts directly with the environment that supports the community, and the plan's impacts on the physical environment are a second element of this section.

A more detailed site servicing summary, analysis, and capital cost estimate will be prepared once the District has completed their final review and analysis of the Downtown Infrastructure capacity in order to address off-site sewer and water infrastructure upgrades. The general infrastructure plan is below.



5.8.1 General Objectives

The general objectives of infrastructure at the Oceanfront are:

- Support Economic Viability and Business Vitality by supporting efficient infrastructure for residents and businesses that is low-cost in the long-term;
- Pursue the goal of a Green Development through conservation and minimized environmental impacts;
- To implement servicing design philosophies that incorporate Smart Growth on the Ground Strategies and apply best management practices, where appropriate, with respect to:
 - o Geotechnical and Flood protection;
 - o Water;
 - o Sanitary Sewer;
 - o Storm water;
 - o Roads;
 - o The provision of shallow utilities.
- Explore opportunities to integrate infrastructure with public art, and similar opportunities to make infrastructure part of the experience of the place;
- Monitor and update sea level rise predictions, and work to ensure the Oceanfront is adequately protected from flood risk;
- Pursue opportunities use renewable energy, including local alternatives to electricity generation; and,
- Encourage the future ability to use a “district energy system” for the Oceanfront, with capacity to expand and/or connect with similar systems downtown and in other nearby locations.

5.8.2 Geotechnical and Flood Protection

5.8.2.1 Objectives

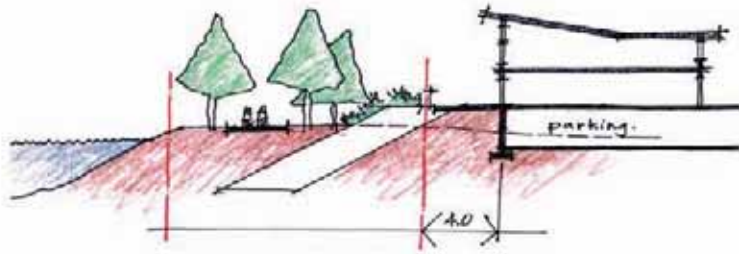
Provide geotechnical and flood protection measures recommended by a professional engineer, including engineered geotechnical site preparation, foreshore protection and flood control elevation or acceptable equivalent. An example of the flood level elevation is adjacent.



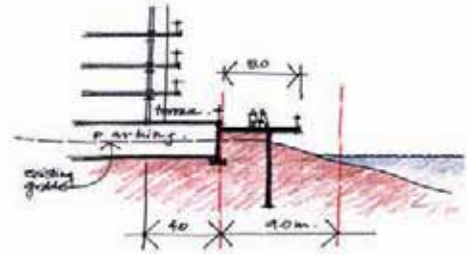
5.8.2.2 Policies

The following policies pertain to the geotechnical and flood protection of the oceanfront:

- 5.8.2.2.1 All geotechnical design will be done to provincial building code standards;
- 5.8.2.2.2 Habitable elevation is estimated to be approximately El. 5.0m geodetic datum and will be finalized in the engineering design;
- 5.8.2.2.3 All foreshore protection will be in accordance and approval of the provincial authority and will adjust over the development of the project in accordance with the most current forecasts for sea level rise;
- 5.8.2.2.4 Parking garages, storage, utility rooms and services may be below the habitable elevation; and,
- 5.8.2.2.5 Foreshore protection should be designed using Green Shores Principles as a guideline.



FORESHORE & OCEAN WALK SECTIONS

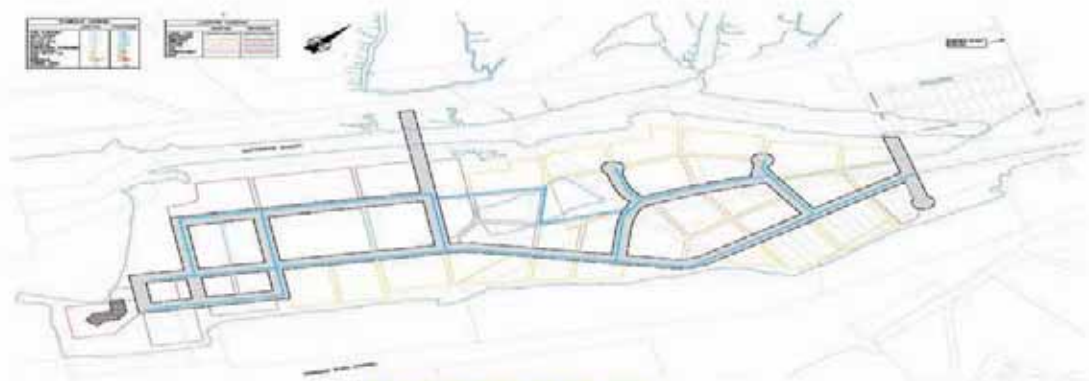


SCHEDULE X

5.8.3 Water

5.8.3.1 General Objectives

The general objectives for water services are to provide the water capacity for the Oceanfront in a manner that optimizes capital costs, long term maintenance costs and environmental impacts. The Water Service Plan is below.



SITE WATER PLAN

SCHEDULE Y

5.8.3.2 General Policies

- 5.8.3.2.1 The proposed water system will be capable of meeting the Oceanfront’s ultimate domestic and fire protection needs estimated at 175 L/s and 225 L/s respectively;
- 5.8.3.2.2 On site water systems will be designed, upgraded, and expanded as required to meet the requirements of the development and will meet all regulatory guidelines;
- 5.8.3.2.3 The development will be serviced by off-site District operated water supply;

- 5.8.3.2.4 Water system design will incorporate the principle of two positively charged loops to allow for redundancy and safety. This will be constructed in a phased approach;
- 5.8.3.2.5 No water infrastructure will be constructed outside of the foreshore protection;
- 5.8.3.2.6 Water service may be done above existing grade and covered for impact and weather protection on future right of ways;
- 5.8.3.2.7 Investigate water supply design that conserves water and construction resources through infrastructure and planning;
- 5.8.3.2.8 Investigate high pressure systems to limit piping size to try and reduce the piping sizes for the water utility;
- 5.8.3.2.9 Explore the potential for water metering of individual residential and business units; and,
- 5.8.3.2.10 Develop an education plan to inform residents and tenants about the benefits of conserving water and the opportunities to save water.



Figure 44- Representative Stormwater Illustration

5.8.3.3 Firefighting Infrastructure and Policies

The following water system servicing policies apply:

- 5.8.3.3.1 The Oceanfront will have fire safety infrastructure to meet District regulations;
- 5.8.3.3.2 No buildings will be permitted in excess of 12 storeys unless and until the District has the fire fighting capacity to combat fires in those buildings in accordance with Worker's Compensation Board requirements and best practices; and,
- 5.8.3.3.3 The Oceanfront will implement approved fire protection plans on an interim basis prior to the final water loops being completed, and post completion of the water system.

5.8.4 Sanitary and Sewer

5.8.4.1 General Objectives

The general objectives for water services are to provide the water capacity for the Oceanfront in a manner that optimizes capital costs, long term maintenance costs and environmental impacts. The Water Service Plan is below.



5.8.4.2 Policies

- 5.8.4.2.1 The sanitary sewer system will meet the estimated design criteria of 175 L/s PWWF and have the capacity to vary flow to deliver the average daily loading to the District Pump Station;
- 5.8.4.2.2 The proposed development will be serviced by off site sanitary treatment facilities operated by the District;
- 5.8.4.2.3 On site sanitary sewer systems will be designed, upgraded, and expanded as required to meet the requirements of the development and will meet all regulatory guidelines;
- 5.8.4.2.4 The Oceanfront Sanitary Sewer system will join District system at the current pumping station on Vancouver between 2nd Avenue and 3rd Avenue or other location designed by District and Oceanfront representatives;
- 5.8.4.2.5 No sanitary sewer infrastructure will be constructed outside of the foreshore protection;
- 5.8.4.2.6 Sanitary sewer service may be done above existing grade and covered for impact and weather protection on future right of ways;
- 5.8.4.2.7 Investigate design that reduces waste through infrastructure and planning;
- 5.8.4.2.8 Investigate alternatives for PVC piping to limit infiltration and extend the life cycle of the equipment;

5.8.4.2.9 Investigate high pressure systems to limit piping size to try and reduce the piping sizes for the sewer utility; and,

5.8.4.2.10 Explore the potential for sewer metering of individual residential and business units.

5.8.5 Off-Site Sewer and Water Infrastructure

5.8.5.1 Objectives

The objective of the Off Site Infrastructure is to ensure that the utilities required for the Oceanfront are available when they are needed according to an agreed upon cost sharing with the District. The Off-Site Infrastructure Plan is below.



5.8.5.2 Policies

5.8.5.2.1 Off-site sanitary sewer and water systems will be upgraded and expanded as required to meet the requirements of the development and will meet all regulatory guidelines;

5.8.5.2.2 The landowners will work with the District to establish a cost-sharing basis for the off-site water and sewer upgrades required to handle the water demand and sewer supply from the Oceanfront. This will be based on some variance of supply and demand required by the Oceanfront;

5.8.5.2.3 Specific off-site water upgrades necessary for the Oceanfront development will be determined prior to the rezoning of the land; and,

5.8.5.2.4 Specific off-site sewer upgrades necessary for the Oceanfront Development will be determined prior to the rezoning of the land.

5.8.6 Storm Water

5.8.6.1 Objectives

The general objectives for storm water at the Oceanfront are as follows:

- To incorporate Smart Growth on the Ground Principles;
- To incorporate sustainable design principles;
- To incorporate the best management practices where appropriate to achieve these objectives;
- Develop a storm water management plan that meets Department of Fisheries and Oceans water quality objectives for the Mamquam Blind Channel and Cattermole Slough; and,
- Ensure storm water management will function in the event of high water events.

The Storm water Plan is below.



5.8.6.2 Policies

The following storm water policies apply:

- 5.8.6.2.1 The Oceanfront will strive to preserve or improve water quality in the storm water system design;
- 5.8.6.2.2 Minimize storm water or drainage flow impact on downstream watercourses or habitat;
- 5.8.6.2.3 Reduce the area of impervious area and maximize the area of pervious area;
- 5.8.6.2.4 Allow for storm water and drainage to recharge designated wetlands, drainage basins, open space or immediate ocean discharge;
- 5.8.6.2.5 The installation of the most suitable best management practices will be required to infiltrate the 6-month/24 hour storm event runoff from the impervious surfaces such as the building and driveway;
- 5.8.6.2.6 Design should allow for direct flow to the ocean;

- 5.8.6.2.7 Storm water will be managed by way of infiltration systems on site;
- 5.8.6.2.8 On site storm water design will be staged so that they can be independently operated during the phasing of the development;
- 5.8.6.2.9 Explore the potential to celebrate rainfall and runoff through integration of storm water management and public art. Encourage interactive and dynamic elements; and,
- 5.8.6.2.10 Meet or exceed all requirements of the BC Ministry of Environment.

5.8.7 Waste

5.8.7.1 Objectives

The Squamish Oceanfront will strive to achieve a goal of zero waste from the site over time.

5.8.7.2 Policies

- 5.8.7.2.1 Provide three-stream waste separation (garbage, recycling, and composting) to residents and businesses on the Oceanfront; and,
- 5.8.7.2.2 Work with the District to identify local waste depots, handler and buyers for glass, plastic, office paper, newspaper, cardboard and organic wastes in order to establish a mutually equitable and cost effective recycling and waste management program within the Oceanfront.
- 5.8.7.2.3 All strata's will be responsible to provide building waste management; and,
- 5.8.7.2.4 Waste Management will be in accordance with the Squamish Lillooet Regional District's Solid Waste Management Plan.

5.8.8 Dry Utilities

5.8.8.1 Objectives

The general objectives for dry utility services are to provide the dry utility capacity for the Oceanfront in a manner that optimizes capital costs, long term maintenance costs and environmental impacts.

5.8.8.2 Policies

- 5.8.8.2.1 Power utilities currently provided to the site as a part of the former chemical plant infrastructure will be retained and upgraded as required;
- 5.8.8.2.2 Gas is currently available to the site and in close proximity and will be utilized or upgraded as required;
- 5.8.8.2.3 Telecom (cable, phone, HIS, and Fibre) is currently available to the site and in close proximity and will be utilized or upgraded as required; and
- 5.8.8.2.4 Dry utilities will be designed to be underground utilities at completion.

5.8.9 Groundwater and Soil Remediation

5.8.9.1 Objectives

The general objective of the Groundwater and Soil Remediation policy is to create usable land for use by the community to the desired land use.

5.8.9.2 Policies

5.8.9.2.1 Any development will meet or exceed Ministry of Environment standards for the specific land use; and,

5.8.9.2.2 Ongoing maintenance and monitoring will occur to ensure the health and safety standards are adhered to.

5.8.10 Infrastructure Phasing Requirements

5.8.10.1 Objectives

The Oceanfront will add significant public amenities to the broader Squamish community. To ensure that the amenities are constructed as early in the development as possible certain infrastructure staging is important. The following policies are intended to provide flexibility to the typical infrastructure delivery.

5.8.10.2 Policies

5.8.10.2.1 Subdivision of land approved by the district may precede servicing and remediation if the community benefit can be demonstrated;

5.8.10.2.2 Existing infrastructure such as roads and dry utilities currently in place may be used to service new construction at the south end of the peninsula if the existing infrastructure is sufficient from a capacity and design perspective;

5.8.10.2.3 Any new roads would be built to finished grade with finished services. Transitions would be built to tie into any existing roads;

5.8.10.2.4 All permanent power utility construction within the site will be underground, however as the site is being developed, dip service off the existing overhead would be tied to the new underground on a phase by phase basis; and,

5.8.10.2.5 Loggers Lane will be designated as the construction access route and temporary emergency access route and likely the service access as the development proceeds. This may be altered once the second access Cattermole Bridge is constructed.

6. Development Permit Area No.12 Guidelines

6.1 Application and Intent

The guidelines form part of the Oceanfront Sub-Area Plan and establish criteria to be applied in the design and approval of new development. The Guidelines are intended to give the District of Squamish greater control over the form and character of developments in the affected areas beyond the provisions of the Zoning Bylaw and the Subdivision Development Control Bylaw. It is the intent of these guidelines to support the policies in the Sub-Area Plan by ensuring the character of the Oceanfront respects and celebrates its unique attributes, by supporting an authentic extension of Squamish's character onto the Oceanfront, and by enhancing and protecting the integrity of the local and global environment.

6.2 Designation

Development Permit areas Area No. 12 is established to regulate form and character of multi-unit, commercial, mixed use, marine, and open space development, and to regulate the protection of the environment within the Oceanfront Peninsula Area pursuant to Section 919.1 of the Local Government Act (LGA).

The Oceanfront Peninsula Sub Area Plan establishes the following Development Permit Areas as identified in Schedule U (Development Permit Areas):

- Gateway
- Interior Residential
- Mamquam Waterfront
- Education and Institutions
- Village Centre
- Maritime
- Primary Employment
- Cattermole Waterfront

6.3 Justification

Development policies for the Oceanfront are aimed at creating a vital, diverse, mixed-use district that complements the downtown, connects the community to the water, and strengthens Squamish's



Figure 45- Oceanview from the Water

community and economy. There are several interrelated objectives for this area that include the creation of a high-quality public realm, high-value public amenities, a character suited to its location, and a healthy local ecosystem.

6.4 Exemptions

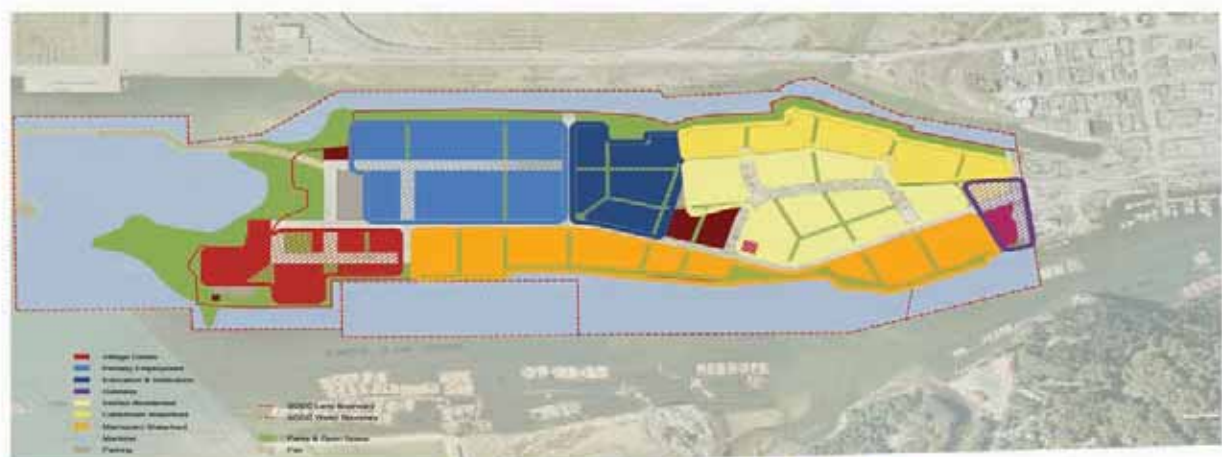
A development permit will not be required for the following development:

- » *construction within a building including interior renovations;*
- » *addition of a balcony, deck or patio not exceeding an area of 20 square metres;*
- » *replacement of a roof with the same or similar style and building materials;*
- » *underground service connections;*
- » *addition of (HVAC) rooftop equipment;*
- » *replacement of building exterior finishes using the same or similar colour scheme*
- » *replacement of sign faces with no change in the location, size or type of signage;*
- » *addition of canopies or other decorative building features such mullions and windows;*
- » *accessory buildings not exceeding an area of 50 square metres;*
- » *building additions which are not visible from an existing road or adjacent residential development as determined by the director of Planning; and*
- » *interpretive signage providing general or tourist information and located on municipal owned property, other publicly owned property or any road right-of-way*

6.5 Use of the Guidelines

The guidelines are intended to help proponents develop projects that are in keeping with the policy and goals of the District. To benefit most from their use, proponents are encouraged to:

- Become familiar with the Oceanfront and individual development permit areas early in the development processes;
- Refer to the Development Permit Area guidelines when developing the design, and check to ensure the design meets their intent as work proceeds; and
- Seek early review of the design, as changes are often easier to make earlier in the design process.



6.6 Development Permit Guidelines Framework

Sections 6.7, 6.8 and 6.9 include general development guidelines that are established to direct the form and character of development in all development permit areas on the Oceanfront Peninsula. Section 6.7 describes general guidelines that apply to all development uses. Section 6.8 describes guidelines that apply to commercial buildings and commercial components of mixed-use buildings, including standalone office buildings and light industrial buildings. Section 6.9 describes guidelines for any development that is primarily residential.

Sections 6.10 to 6.17 further describe specific development guidelines for each development permit area. The guidelines refer only to private property development. The following table lists each Development Permit Area and the applicable sections of design guidelines.

• Gateway	6.7, 6.8, 6.9, 6.10
• Interior Residential	6.7, 6.8, 6.9, 6.11
• Mamquam Waterfront	6.7, 6.8, 6.9, 6.12
• Institution and Civic Use	6.7, 6.8, 6.9, 6.13
• Village Centre	6.7, 6.8, 6.14
• Maritime	6.7, 6.8, 6.9, 6.15
• Primary Employment	6.7, 6.8, 6.16
• Cattermole Waterfront	6.7, 6.9, 6.17

Development guidelines are listed with the following number headings:

O = General Oceanfront (section 6.7)

O = General Oceanfront (section 6.8)

GC = General Commercial and Mixed Use (section 6.8)

GR = General Residential (section 6.9)

GW = Gateway (section 6.10)

IR = Interior Residential (section 6.11)

MW = Mamquam Waterfront (section 6.12)

EI = Education and Institutions (section 6.13)

VC = Village Centre (section 6.14)

M = Maritime (section 6.15)

PE = Primary Employment (section 6.16)

CW = Cattermole Waterfront (section 6.17)

The development guidelines include illustrations and figures that are intended to visually portray or represent a design concept or principle. Unless specified, the illustrations and figures do not portray actual designs or details such as form, character, or materials.

6.7 Development Permit Guidelines Framework

6.7.1 Objective

The objectives of this designation are to ensure that development:

- **Contributes to Squamish:** enhances the vitality of downtown, Squamish as a whole, and the Sea-to-Sky corridor;
- **Strong Identity:** Enhances the sense of community, history and connection with the natural world, celebrating the uniqueness of Squamish and the Oceanfront itself;
- **Complete Community:** Encourages a healthy, diverse and vital mix of uses;
- **Economic Viability and Business Vitality:** Ensures the plan is viable, and supports long-term economic prosperity and resilience through diverse business and employment opportunities;
- **Housing for the Whole Community:** Provides a diversity of housing to match community needs;
- **Access for All:** Ensures public access to the waterfront, and emphasizes options to the car;
- **A Model of Green Development:** Buildings and infrastructure that are greener, smarter and cheaper; support for a secure and resilient local food system;
- **Environmentally Restorative:** In harmony with natural systems, protects and enhances the environment;
- **Enhanced Livability:** Designed for safe, healthy experiences, and facilitates social interaction; and,
- **Everyone Has a Voice:** Base planning decisions on an effective, transparent and inclusive public process.

6.7.2 Guidelines

The following development guidelines apply to all development permit areas.

6.7.2.1 Siting and Orientation

6.7.2.1.1 Preserve Views and Respond to Sun, Wind, and Privacy

- New developments should recognize view opportunities such as those to the Chief, the estuary, Howe Sound, Shannon Falls, and Garibaldi, and should site, and orient buildings to respond to them;

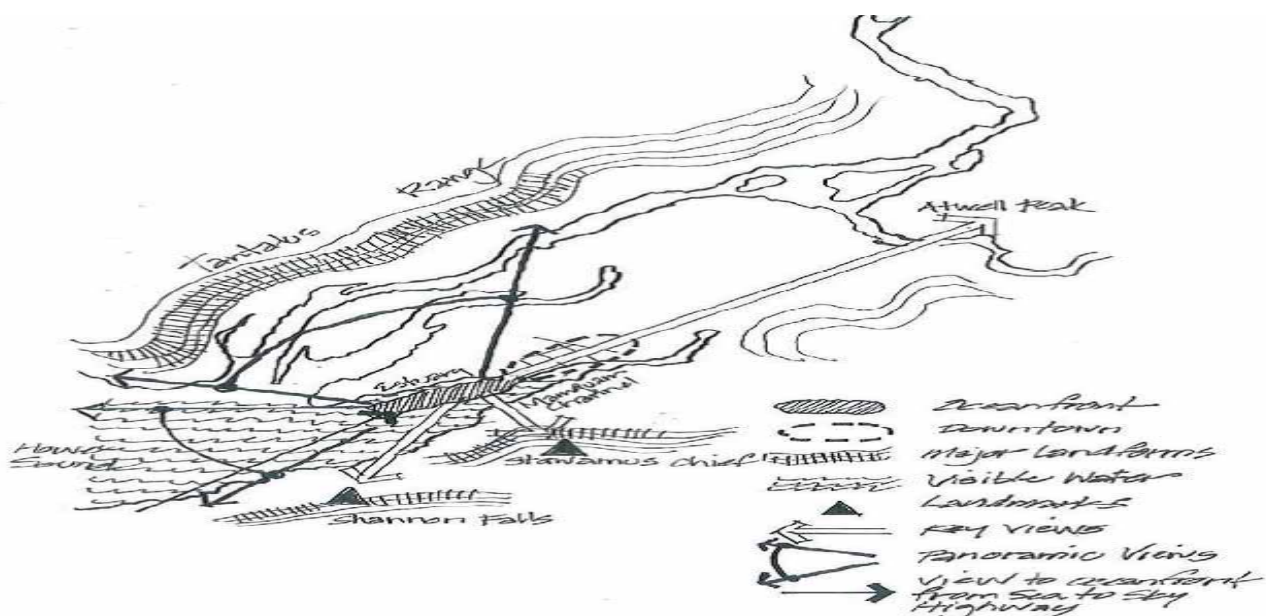


Figure 46- View Analysis

- Buildings should be located to preserve public street end views and, where possible, private views. Opportunities for framing buildings and architectural features are encouraged;
- Buildings should be positioned and scaled to minimize the impact of shadows on adjacent open spaces, buildings, and within the parcel;
- Sun shade diagrams should be used to study and reduce impacts on adjoining properties and usable open space. Development proposals for buildings over 4 storeys should include sun/shade diagrams of the subject development and the surrounding properties at the following times: Equinox: 8 a.m., 12 noon, 4 p.m. Winter Solstice: 9 a.m., 12 noon, 3 p.m.; and,
- Buildings over 8 stories should have a minimum facing distance of 25 metres to protect views and reduce overshadowing of, and overlook into, adjacent buildings.

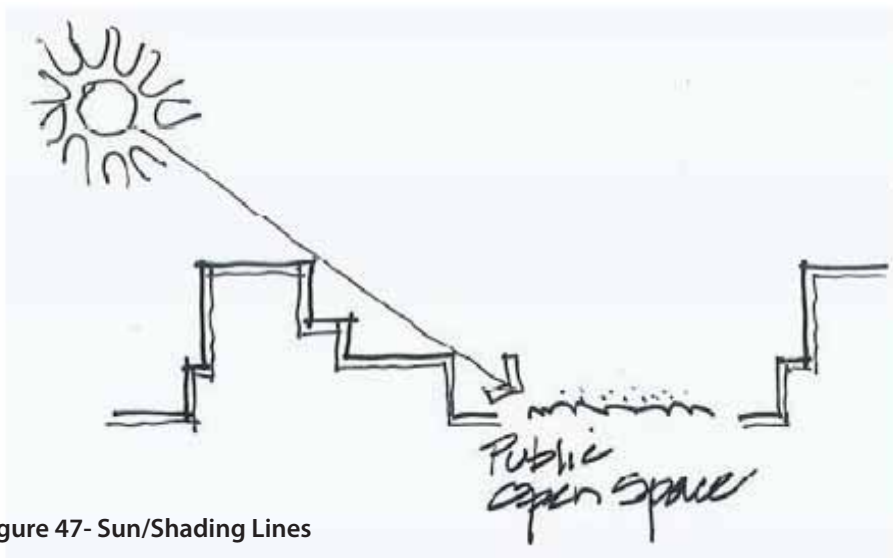


Figure 47- Sun/Shading Lines

6.7.2.1.2 Create a Sense of Enclosure in Keeping With Squamish Character and Scale

- For the most part, buildings should be sited more or less continuously along a street using a common set back or 'build to line'. Exceptions include:

- o Small setbacks may be permitted to provide community spaces such as patios and sidewalk cafes;

- o Slightly curved facades;

- o A setback to create raised residential outdoor space such as patios. In this case, the front edge of the patio should be sited with no setback;

- o In the Village Centre the small waterfront village character will require much more building siting diversity to allow for a more meandering pedestrian experience;

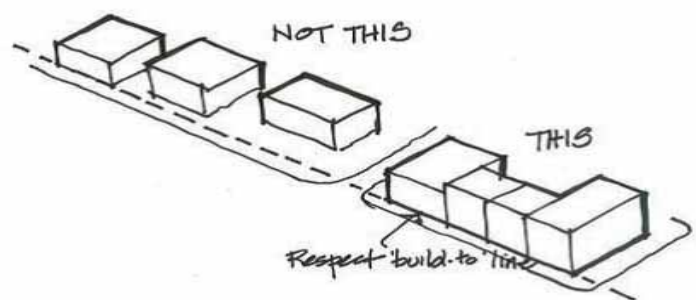


Figure 48- Desired Building Frontage

- Minimize the distance buildings are set back from the sidewalk to create good street definition and a sense of enclosure. In certain circumstances, for example where multi-unit residential is located along a high traffic corridor, increased setbacks will be considered to create a 'green buffer' for unit comfort;
- Buildings should be sited to create comfortable and desired building height to street width proportions. Well established harmonious building height to street width proportions are:
 - o 1:1 - 1:1.5 for mews or lanes,
 - o 1:2 – 1:3.5 for residential and commercial streets, and
 - o 1:4 – 1:5 for squares and plazas.

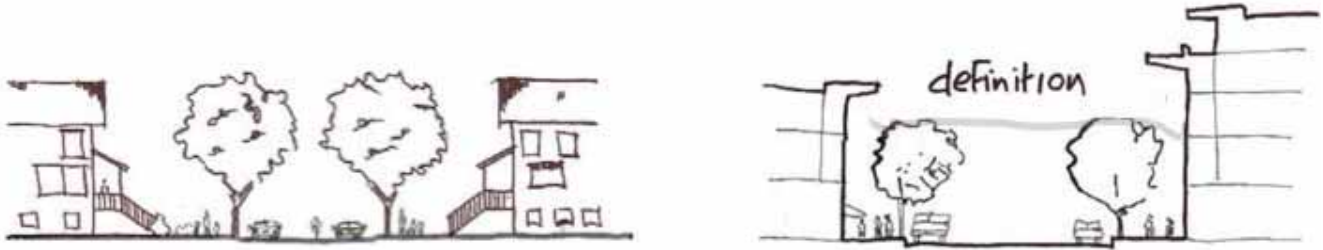


Figure 49- Desired Building Setbacks

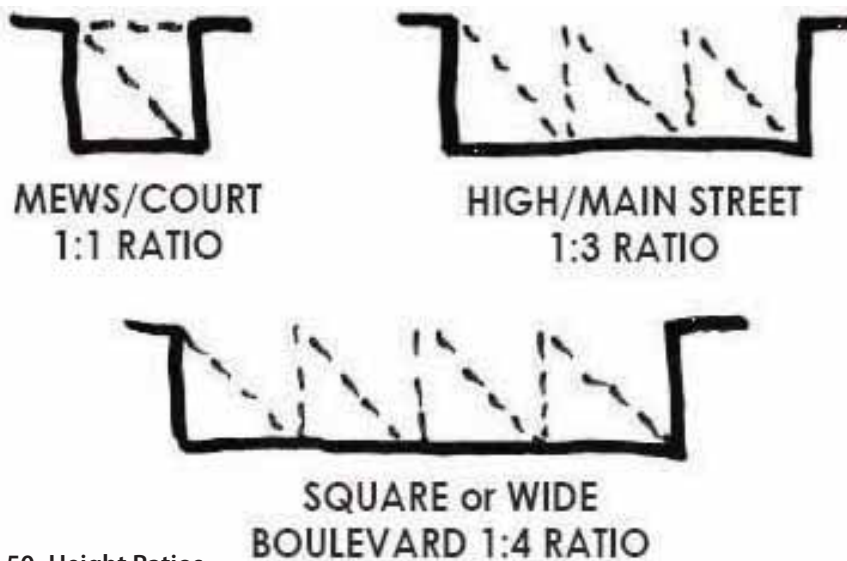


Figure 50- Height Ratios

6.7.2.1.3 Use Sun and Wind to Minimize Energy Use

- Roofs and main axis of buildings should be oriented within 15 degrees of due south, to optimize solar energy collection and passive solar design; and,
- Buildings should consider the direction of prevailing winds in the siting and orientation of buildings to encourage cross ventilation.

6.7.2.1.4 Address the Street for Safety and Vitality:

- Development should address the street, square, or other public open space with entrances, windows, patios and balconies that are clearly visible from and overlook the street;
- Entrances should be located and designed to create building identity, to distinguish between individual ground floor units, and generally create visual interest for pedestrians. A high level of architectural detail and, where appropriate, landscape treatment, should be used to emphasize primary entrances, and to provide “punctuation” in the building façade;
- Entrances to buildings should be visible and have direct visual access from public streets and sidewalks to enhance building address, create street vitality, and ensure safety;
- Residential and commercial entrances should be differentiated architecturally in mixed-use buildings. In most cases, these entrances should be separated; and,
- Entries may be set back from the public sidewalk. If so, clear sight lines and accessible grades should be maintained from the public sidewalk to the primary building entrance, and the entry should be prominently marked through signage, changes in weather protection, landscaping, and/or paving treatment.

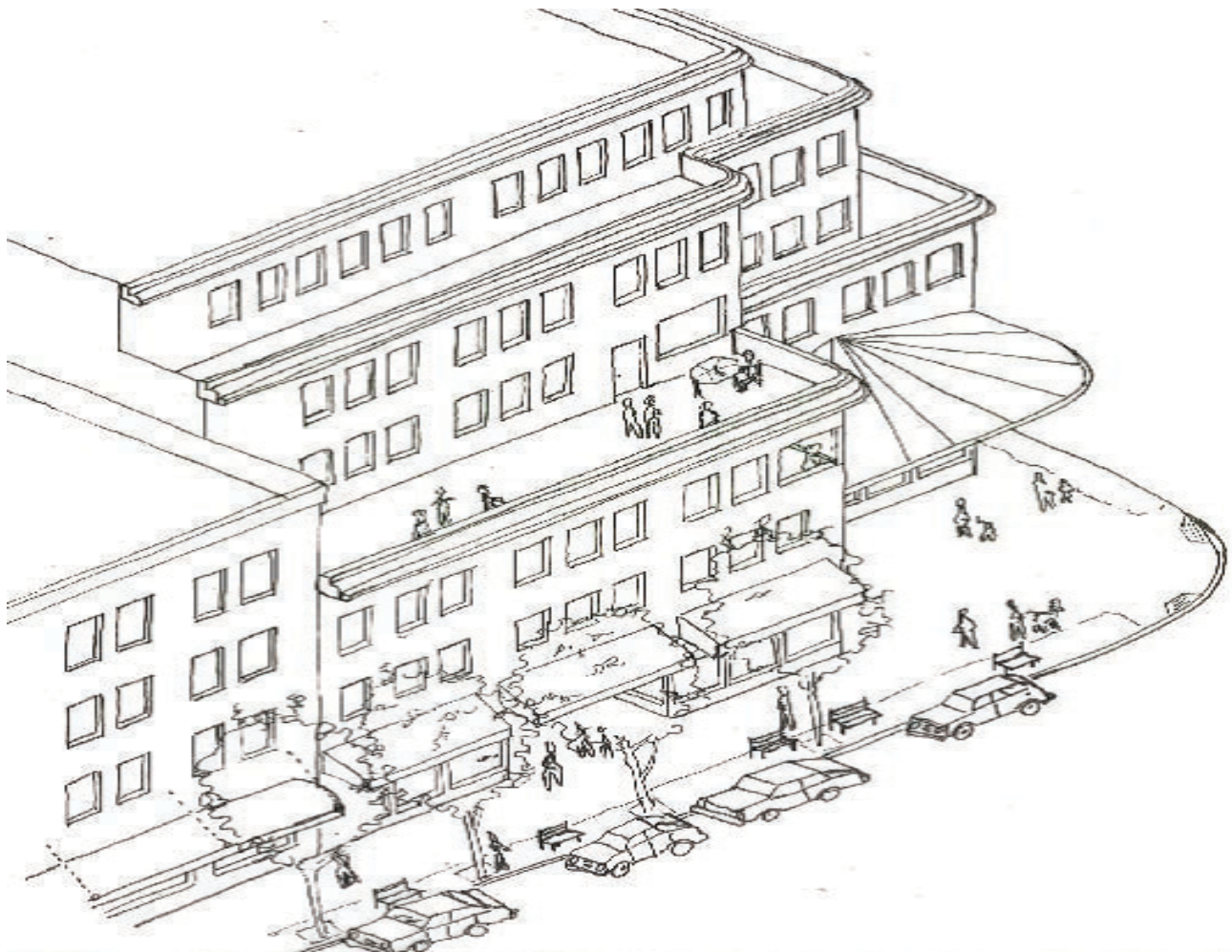


Figure 51- Example of Preferred Entrance Types

6.7.2.2 Open Space Design and Development

6.7.2.2.1 Provide Adequate and Comfortable Open Space:

- Buildings should be well connected to and integrated with pedestrian-oriented open space such as courtyards, gardens, patios, and other landscaped areas;
- Substantial semi-private open spaces should be provided within each block, accessible to occupants of surrounding buildings. These spaces:
 - o Should be designed to meet the needs of a variety of occupants, from children to seniors;
 - o May include such uses as garden plots, playgrounds, courts, seating areas, and covered meeting areas;
 - o Should be situated, and building interior spaces designed, so that active surveillance from ground-oriented and upper-storey spaces in surrounding buildings such as offices, living rooms, and kitchens is possible;
- Common areas and outdoor spaces should be located and oriented for maximum solar access to ensure vibrancy and comfort;
- Outdoor spaces should be designed to protect them from prevailing winds;
- Wherever possible residential unit shall have direct access to a private outdoor space such as a porch, patio, or balcony;
- If garden spaces are used they should be located where they are protected from bears;
- Permeable paving materials are encouraged to minimize runoff; and,
- Crime Prevention Through Environmental Design principles should be considered in design of open spaces.

6.7.2.2.2 Ensure Accessible Open Space:

- Paved outdoor areas shall be safe and universally accessible, with level, smooth and non-slip surfaces wide enough for wheelchair use; and,
- Access to public and semi-private outdoor areas should include sensory cues for people with visual impairments, auditory and cognitive difficulties (e.g. contrast of door, contrast of pavers or concrete, non-glare signage, coloured band or etching at eye level of main entrance glazing).

6.7.2.3 Parking, Loading and Servicing

6.7.2.3.1 Support Safety in Locating Parking and Servicing

- Clear lines of sight should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety. Some screening and/or integration into landscaping treatments is encouraged to minimize visual intrusion.

6.7.2.3.2 Support Bicycle Access and Parking

- Bicycle end-of-trip facilities such as showers and lockers are encouraged for all commercial and industrial uses; and,
- Secure bicycle storage sufficient for all residents, employees, and visitors is encouraged and possibly considered in conjunction with parking standards and requirements.

6.7.2.3.3 Design Parking and Auto Access for Safety, Pedestrian Comfort, and Efficiency

- Sharing parking between different users based on complementary parking demands is strongly encouraged;
- Where parking can only be accessed from the front, garage entries should be located so that they are visually less dominant, e.g. by recessing them behind the front face of the building;
- If automobile drop-off areas (e.g. auto courts) are to be considered, they must be also be designed for pedestrian and social use;
- Off-street surface parking should be broken up into sub-areas with trees and shrubs forming part of the break between sub-areas. However, these sub areas should not overly interfere with the parking efficiency and use;
- Provide parking for small/alternative/carpool/carshare vehicles in the most convenient areas of parking lots;
- Off-street surface parking is not permitted between the front face of a building and the street beyond, except where it is impossible to provide at the side or rear; and,
- Above-ground parking structures should be integrated with the building design and have usable building space (e.g. shallow retail frontages or townhouses) rather than parking, face adjacent public streets, parks and open spaces.

6.7.2.3.4 Locate Loading to Contribute to Vitality and Safety

- Loading for residential buildings and retail stores may be accessed from the front, while rear loading for other commercial and industrial uses is preferred.

6.7.2.3.5 Provide Safe, Accessible, and Discrete Servicing

- Vents, meters and transformers, and waste disposal should, where possible, be accessed from a local (side) street, mews, or lanes. They should be screened from view to the extent possible;

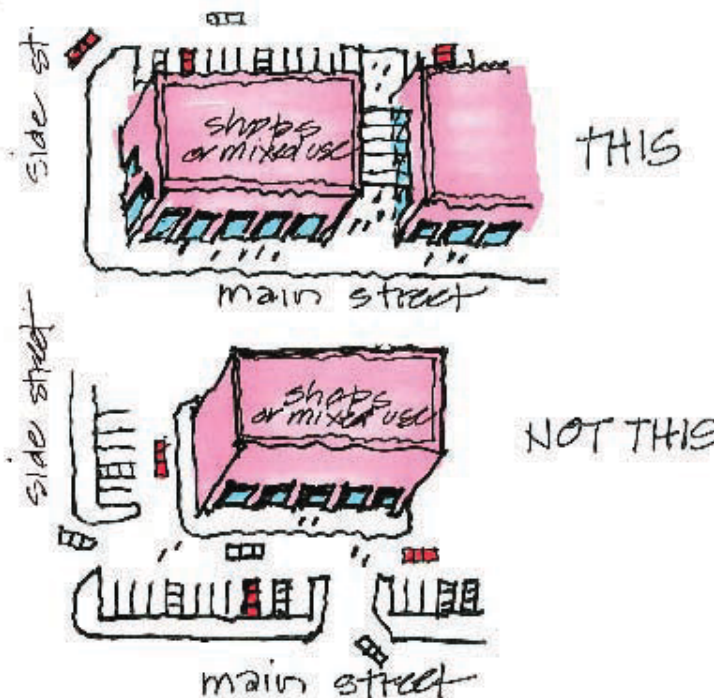


Figure 52- Illustrative Parking Treatment

- Where servicing, meters and transformers, and waste disposal can only happen from the front of a building, appropriately concealed and internal spaces must be provided for these purposes;
- Roof-mounted servicing and equipment shall be screened from view;
- Ventilation systems shall be located to minimize noise and exhaust incident on neighbouring properties and public spaces;
- Common services (e.g. mailboxes) shall be universally accessible (i.e. maximum height 1.4m (4.6’); and,
- Protect waste disposal and related servicing from bears and other nuisance animals.

6.7.2.4 Scale and Massing

6.7.2.4.1 Transition Smoothly from Building to Building

- Buildings and groups of buildings should step down to be similar in height to adjacent buildings. This allows for an effective transition in scale and allows adequate sunlight penetration into open spaces and adjacent properties.

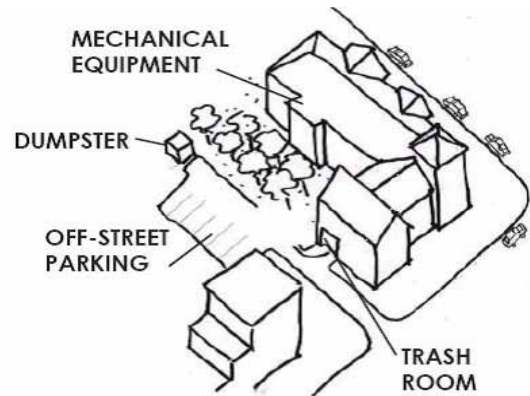


Figure 53- Illustrative Servicing Treatment

6.7.2.4.2 Create a Sense of Narrow Building Frontages

- The perceived scale of buildings should be reduced through:
 - o Creative use of landscaping or other screening without compromising surveillance of public areas;
 - o Stepping buildings above 3 storeys back from the street edge, and using lighter colours and/or less substantial building materials to distinguish upper storeys;
 - o Articulation of the building mass through both horizontal and vertical step-backs;

- The visual building mass of facades (the exterior vertical surfaces of buildings) should be limited to lengths of approximately 40 m or less by incorporating a

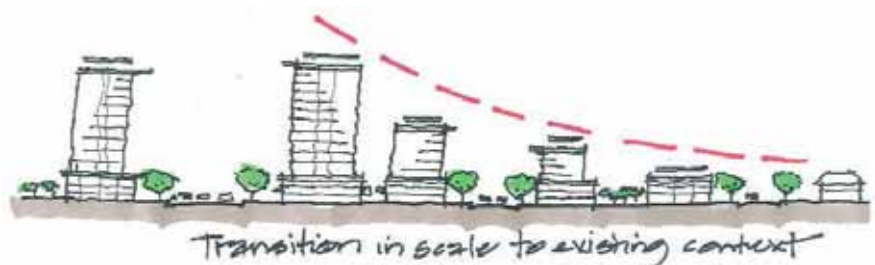


Figure 54- Illustrative Massing Grades

- substantial setback from the main building façade;
- More minor visual breaks in the façade should be used to further break up the base massing and help accentuate individual entrances and units and create variation and visual interest along the street;

- To reflect historical patterns in downtown Squamish, breaks in retail frontages should occur at 10 m to 15 m intervals, and should be paired with frequent entrances on the ground floor;

- Strategies for breaking up the length of buildings can include, but are not limited to, the following:

- o pedestrian courts located in between buildings adjacent to the sidewalk;
- o framed periodic openings to provide public

views into private open space features;

- Buildings over 3 stories in height should be limited to 60 metres in length; and,

- Buildings 3 stories in height and less should be limited to 40 metres in length. Exceptions are possible for light industrial and professional buildings where floor-to-floor heights are more than 4 m. For these exceptions, the facade of the building must be broken into an even rhythm of sections, each no more than 40 m in length.

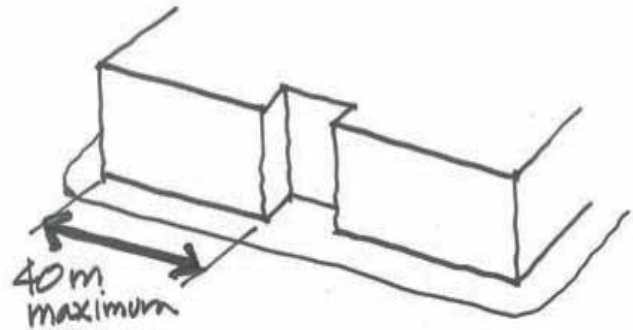


Figure 55- Illustrative Facade Treatment

6.7.2.4.3 Minimize the Visual Impact of Tall Buildings

- For developments with tall building portions over 8 stories the following guidelines should be considered:

- o The buildings should be slender and narrow in form, and well spaced to minimize overshadowing and view blockage;
- o That part of buildings over 8 stories should have small floor plates no more than 750 metres square, and a minimum horizontal separation (the distance from the adjacent building face) equal to the widest tower width, but no less than 25 m, to minimize negative impacts from shadowing, wind, and views;
- o The tall elements of the development should step back from the base to reduce its visual impact from streets, open spaces, and neighbouring property. Upper story step backs provide the opportunity for private outdoor amenity spaces for residents on upper floors, and provide wind protection for pedestrians;
- o Tall building developments should incorporate a base building at a scale similar to adjacent

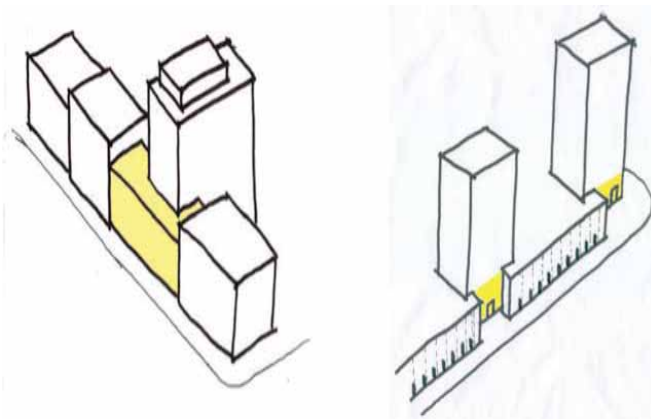


Figure 56- Illustrative Tall Building Treatment

buildings and street width;

- o Inclusion of view corridors adjacent to taller buildings is encouraged;

- o Building form should encourage the potential for cross ventilation and penetration of daylight into the building mews and courtyards; and,

- o The base building for tall buildings should

incorporate a primary entrance to allow the tall building to meet the street in order to achieve clear and visible address (i.e., to make the entrance to the tall building obvious).

6.7.2.4.4 Minimize the Wind Impact

- Buildings should be oriented and massed to deflect dominant winds. Large building faces perpendicular to wind direction should be avoided or designed to meet this requirement; and,
- For buildings taller than 4 storeys, there should be design consideration for wind impacts in existing or planned open spaces around the development.

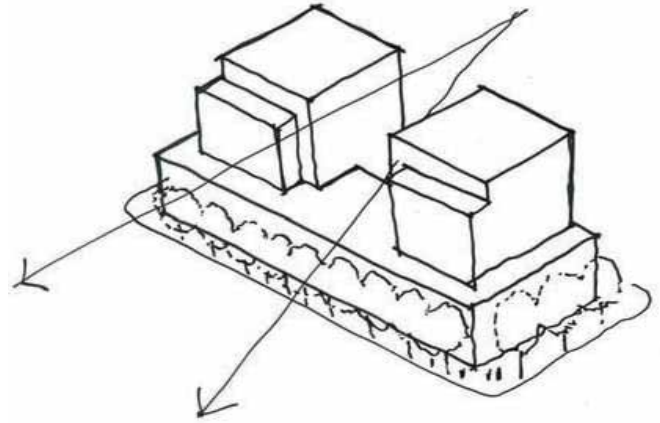


Figure 57- Wind Consideration

6.7.2.5 Building Facades, Roofs, Materials, and Colour

6.7.2.5.1 Create Iconic Buildings in Select Locations

- Consider iconic building design in landmark locations as generally identified on the Buildings and Built Form Plan. Design of these buildings and icons may depart somewhat from that typified by guidelines for different character areas, but must complement them and reinforce their intent.

6.7.2.5.2 Architectural Character and Pedestrian Scale

- Building design on the Oceanfront should establish two broad character directions with appropriate balance. In all cases, buildings should contribute to the establishment of an authentic Squamish vernacular that will create a unique neighbourhood expression:
 - o A west coast marine character along the waterfront edges, particularly for the lower height buildings and structures;
 - o A more contemporary yet diverse character for the interior areas and for taller structures;
 - o Village Centre can be somewhat more playful in its architectural expressions. Playful in colour and encourage the creation of individual character sub neighbourhoods to enhance the visual experience and unique character of the place;
- In the Village Centre, the Neighbourhood Commercial areas, and buildings fronting along the Main Access Roads, the facade of buildings should be articulated to create intervals that maintain a small-town feel by reflecting historical building types and scales. These will vary by use: commercial and mixed use frontages should be articulated at 8 m – 15 m intervals, while residential intervals may be twice that if individual units provide some articulation at grade. Proponents can use several methods to promote compatibility with the existing architectural context through building articulation:
 - o Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade;
 - o Repeating window patterns at intervals that correspond to extensions and step backs (articulation) in the building façade;
 - o Providing a porch, patio, deck, or covered entry for each interval;

- o Providing a balcony or bay window for each interval;
- o Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval;
- o Changing the materials with the change in building plane; and,
- o Provide a lighting fixture, trellis, tree, or other landscape feature within each interval.

- In general all buildings should incorporate:

- o a range of architectural features and design details into their facades that respond to the internal function and use of the building while being rich and varied in detail to create human scale and visual interest;
- o where economically viable, the use of substantial natural building materials in their facade, especially the lower floors.

Use of substantial natural materials lends permanence to the structure, and can aid in passive solar design;

- o avoid expansive blank walls (i.e., over 5 metres in length) fronting public, active streets are strongly discouraged and should be avoided. When blank walls are unavoidable, they should be mitigated through treatments such as trellising, planting, art, lighting, and articulation of the wall;

- Buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments;
- Commercial buildings should provide signage that identifies uses and shops clearly but which is scaled and oriented to the pedestrian. All entrance ways should provide visible signage identifying building address. Signage programs should be an integral part of the overall building and site design;
- The roof line or top of the podium should be clearly distinguished from its walls; and,
- Roofs of low rise buildings should incorporate articulation or other architectural elements that will enhance visual interest when viewed from surrounding developments.



Figure 58- Facade Treatment

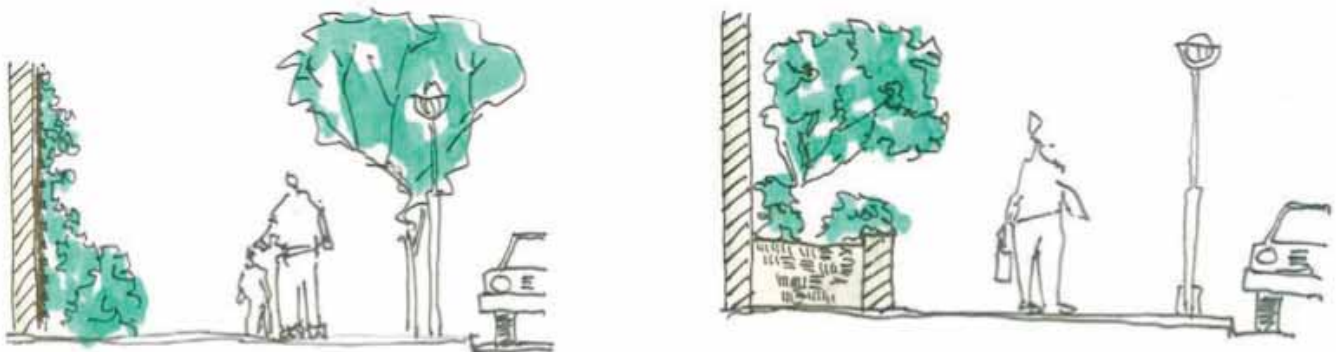


Figure 59- Illustrative Landscaping

6.7.2.5.3 Protect Pedestrians from the Weather

- The windward side of buildings should be protected with horizontal canopies and with parapet walls on the edge of the roof or podium. Significant landscaping next to the parapet on podiums is encouraged to further reduce wind effects at grade;
- Continuous retail frontages should consider continuous pedestrian weather protection; and,
- Entries should be protected from the weather. Wind and rain protection for balconies is also encouraged.

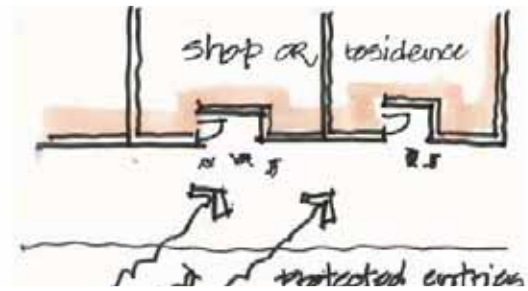


Figure 60- Entry Protection

6.7.2.5.4 Convey Local Character through Materials and Colours

- An integrated, yet diverse range of materials and colours should be used to allow for both character and architectural diversity. Some thematic consistency may be considered for each character area on the Oceanfront to promote a neighbourhood feel and to remain consistent with the overall objectives;
- Substantial materials local to Squamish such as granite, heavy timber, wood siding, etc are encouraged to minimize transportation energy costs, and convey local character and a sense of permanence. Metal cladding and finished concrete may be appropriate for some locations, for example, the Village Centre, in Maritime areas, Primary Employment, Institution and light industrial buildings;
- Vinyl siding, and plastic cladding should generally be avoided;
- Avoid cladding and finishing materials that present artificial references; and,
- Through building design and colour selection, respond to and celebrate key environmental influences. Colour selection can reflect or complement the local maritime or temperate rainforest, mountains and local geology, the marine, stream and estuary environments, and weather influences such as wind, clouds, fog, rain and snow. However, creative use of colour for interest and character is also appropriate when blended with the overall colour palette.



Figure 61- Example Building Character

6.7.2.5.5 Use Long-Lasting and Low-Energy Materials

- Select materials expected to last well in severe weather conditions such as strong wind and rain over time; and,
- Select materials with low embodied energy and long lifespans to minimize energy used in building construction.

6.7.2.6 Landscaping and Lighting

6.7.2.6.1 Reflect the Local Ecosystem and Support Energy and Water Conservation

- Decorative landscaping should rely on native plants that need a minimum of irrigation;
- Plants should be reflective of the estuarine environment and temperate rainforest ecosystem, and should create interest year-round;
- Plants should not, in general, be attractants to bears, e.g. by providing food sources for them. Landscaping should, however, provide food sources for birds and small mammals where possible;
- Landscape design and plant selection should support minimal to no need for pesticides;
- Landscaping integrated into the building roofline, patio and podium edges, and along the building facade at grade are encouraged to soften building edges, provide a degree of privacy, and reduce solar gain;
- Landscaping should provide only a partial screen to enable surveillance of the street, transparency of commercial frontages, and to provide for safety; and,
- Landscaping and building design should ensure penetration of sunlight in winter, and shading of afternoon sun in summer, for example through planting of deciduous trees and other vegetation on south and west exposures.

6.7.2.6.2 Manage Run-off

- Design landscapes to incorporate low-impact stormwater features that detain, retain and/or infiltrate run-off in order to treat it to stormwater quality objectives set out in the applicable stormwater management plan, or as required to meet Water Quality Objectives for the receiving water body;
- Rainwater collection and reuse for irrigation and other non-potable uses is strongly encouraged. Use of rainwater storage in passive energy design is also encouraged;
- Celebrate rain and wind influences in landscape design; and,
- Use roofing materials that minimize the potential for pollution of runoff.

6.7.2.6.3 Minimize Light Pollution and Energy Use

- Minimize light pollution of the night sky and adjacent natural areas by ensuring that lighting is fully shielded and directed towards the ground;
- Use energy-efficient luminaires such as LEDs; and,
- The use of low, pedestrian-scale lighting is preferred over taller light standards.

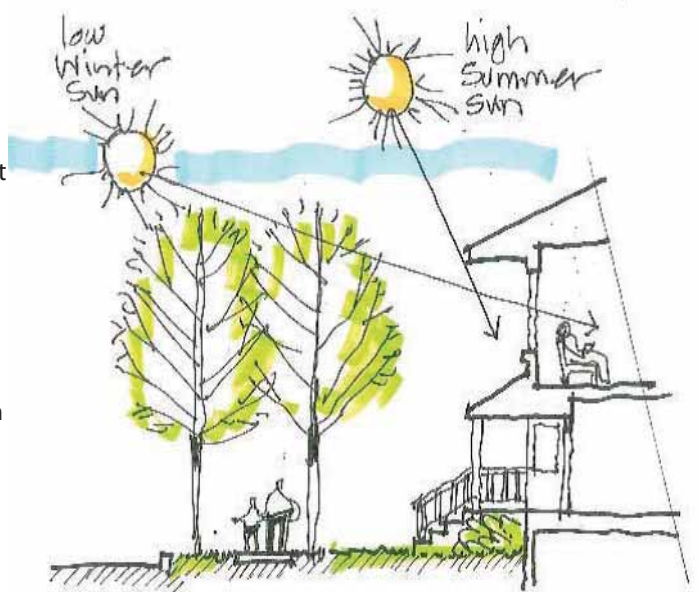


Figure 62- Illustrative Sun Penetration

6.7.2.6.4 Protect from Strong Winds

- Use porous or semi-permeable screens such as well-planted lattices to break and diffuse wind.

6.7.2.6.5 Conserve Energy While Maintaining Character and Daylight Access

- Use glazing technologies that allow daylight penetration into buildings and minimize heat conduction.

Reflective (mirrored) glazing is not permitted;

- Use exterior shading devices to manage heat gain from solar exposure. These may be adjustable, such as fixed awnings or retractable canopies, or fixed, such as projecting roofs, deep balconies, light shelves, and fixed fins;



Figure 63- Example Building Type to increase energy conservation

- Consider reducing the amount of glazing on west and southwest exposures, where mid-afternoon summer sun is difficult to shade effectively;
- Green roofs are strongly encouraged to manage runoff, add visual appeal, and reduce heat island effects, particularly on podiums where they help reduce wind speeds provide significant amenity value by accommodating gardens and play areas; and,
- Incorporate the use of roofing materials and colours with a high “albedo” (i.e., materials that reflect heat energy from the sun) to reduce the absorption of heat into the building and reduce the “heat island effect”.

6.7.2.7 Environmental Protection and Hazard Management

6.7.2.7.1 Facilitate Good Solid Waste Management

- Each development should have a program to store and transfer recyclables and compostable waste, and manage other solid waste and garbage.

6.7.2.7.2 Provide Natural Ventilation and Solar Access

- Buildings should be designed to receive daylight from at least two sides of a building, or from one side and a roof. Where possible, dwellings should have a choice of aspect, either front and back, or on two sides for corner units;
- Corner and through units are strongly encouraged in order to facilitate natural ventilation and daylight access;

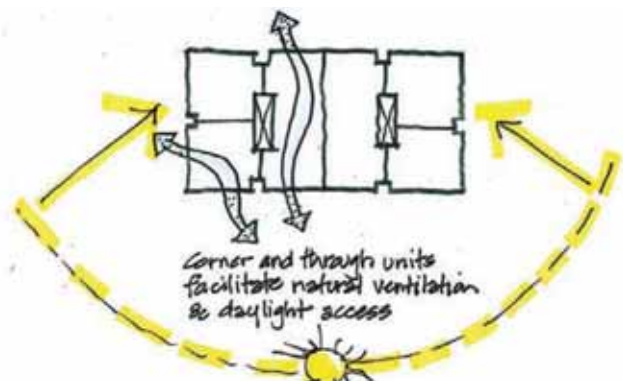


Figure 64- Illustrative Ventilation and Solar Access

- Buildings should have units with exterior ventilation (operable windows) on two sides to encourage passive cooling through cross ventilation;
- Where possible, buildings should incorporate greater floor to ceiling heights to increase the amount of interior space that can be day-lit from windows, and to allow for vertical air ventilation, particularly for units with exterior walls on only one side; and,
- Buildings should be oriented and designed to take advantage of passive solar design.

6.7.2.7.3 Energy and Water Conservation Features

- Encourage the incorporation of solar thermal and/or solar photo-voltaic modules into building design on either roofs or walls; and,
- Trenching and piping from the building to the right-of-way to accommodate linkage with a district energy system should be provided. A heating/cooling system compatible with district energy and solar thermal sources is strongly encouraged for all residential development and for commercial use where economical.

6.7.2.7.4 Protect From Flooding

- Construct all habitable floorspace above the Flood Construction Level as determined by a certified and qualified Professional Engineer. This will be approximately El. 5.0m geodetic datum which is currently 1.4 m above the current downtown FCL.

6.8 General Commercial and Mixed Use Development Permit Guidelines (GC)

6.8.1 Objective

The objectives of this designation are to ensure that all commercial developments respect the overall objectives of the Oceanfront Peninsula Sub Area Plan and provide particular design direction to any commercial and mixed use developments.

6.8.2 Guidelines

The following design guidelines apply to any commercial and mixed-use development in all development permit areas where such uses are allowed.

6.8.2.1 Siting, Orientation and Landscaping Development Permit Guidelines

6.8.2.1.1 Design

- All landscaping plans for new developments must be prepared by a member of the B.C. Society of Landscape Architects or other qualified professional. All plant material and contractor's work must meet or exceed the standards of the B.C. Nursery Trades Association or the B.C. Society of Landscape Architects.

6.8.2.1.2 Parking, Transportation Support, and Loading

- Surface parking is permitted for commercial use;
- Parking areas that are shared between multiple uses and/or provide parking based on complementary parking demands such as commercial day-time parking and residential night-time parking are highly encouraged;
- Loading areas shall be at the rear of the building and accessed from the lane; and,
- Bicycle racks or lockers sufficient for residents, employees, and visitors shall be provided. Other facilities to support cycling shall be considered such as lockers and showers. There will be consideration for shared storage facilities between several uses.

6.8.2.1.3 Circulation and Accessibility

- Pedestrian circulation networks may include mid-block pathways and passages where warranted by the context. This should especially be considered where commercial patrons may park in the rear but require store access at the front;
- Retail entries should be at grade. Where this is not possible, entries should be no more than 1.2 m above grade, and must be provided with wheelchair access;
- Commercial units shall have barrier-free entrances and interior circulation; and,
- Building design that allows for future adaptation in unit configuration and use is highly encouraged.

6.8.2.1.4 Common areas and amenity spaces

- Commercial units are encouraged to include courtyards, plazas and patios for outdoor seating areas that face or open out onto the sidewalk;
- Landscaped patios, entrance courts, courtyards, plazas, patios, outdoor cafe areas are strongly encouraged in the front of buildings with retail and mixed use commercial; and,
- For commercial unit frontages, setbacks from the sidewalks are allowed only to create usable outdoor space such as patios, entrance courts, and outdoor café areas and not for secondary circulation along the front of a building.

6.8.2.1.5 Materials and Storage

- An area shall be provided at the rear of the building that serves the entire building and is dedicated to the separated storage and removal of garbage, specific wastes such as grease or oil, recyclable materials, and compostable waste; and,
- Storage facilities for garbage, waste, and recyclables shall be constructed so that animals are not able to access the area and materials.

6.8.2.2 Building Development Permit Guidelines

6.8.2.2.1 Design

- All plans for the construction of a residential building containing five or more dwelling units must be prepared by a member of the Architectural Institute of British Columbia.

6.8.2.2.2 Relationship to the Street

- Shop fronts should have frequent entrances and transparent store fronts whose uses are visible from the street. Where appropriate, design of shop fronts should allow users to spill out onto the public sidewalk in seating areas and other similar spaces;

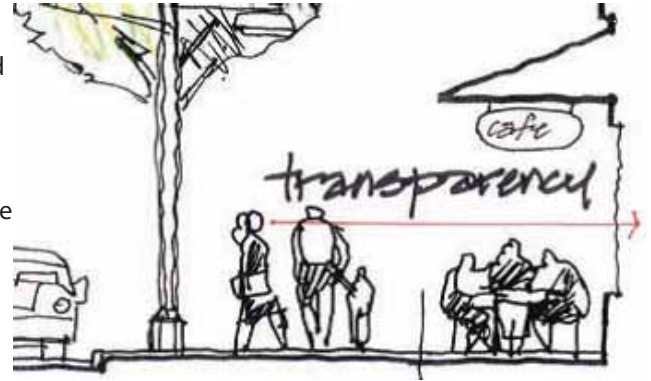
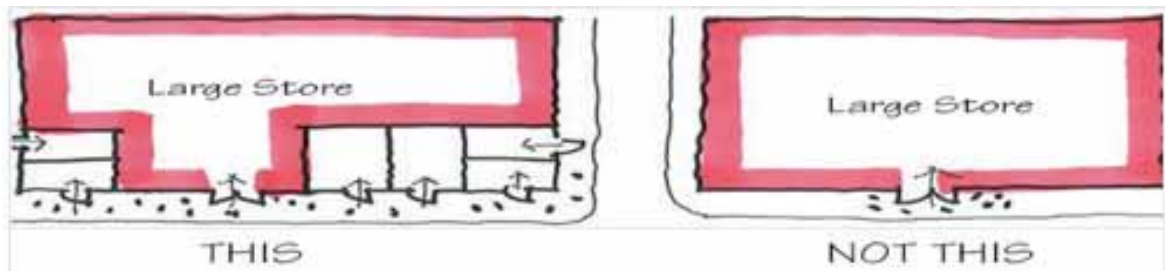


Figure 65- Canopy Preferences

- Above the ground level, street-facing commercial units shall create a strong visual connection to the sidewalk by providing bay windows, extended balconies, or roof decks that overlook the street;
- A fixed canopy shall project over the sidewalk in front of ground level commercial units and any building entrance, and continuous rain protection along the street shall be provided; and,
- Any large retail and office spaces at grade should be incorporated into mixed use developments and be integrated into streetscapes by setting behind other smaller store fronts. If this is not possible, a fine-grained rhythm of entries and windows should be used to break up the facade and increase interest and variety.

6.8.2.2.3



6.8.2.2.4 Roofscape and Image

- Roof design is encouraged that reflects the maritime, industrial, and unique architectural expression of the Squamish community.

6.8.2.2.5 Building Height and Massing

- Village Centre Buildings shall generally be 1 – 2 storey structures to preserve the small town waterfront character. The exception to this is the hotel, which can be a taller building to provide an iconic landmark;
- Building volume shall be massed towards the centre of the block, so that significant portions of the upper levels of a building are stepped back from the sidewalk frontage. Elevation changes required by this condition shall be handled with landscaped edges or with elevated porches or patios;
- Buildings shall preserve or enhance views of the surrounding landscape consistent with the Sub Area Plan objectives;
- Edges where a flat roof meets a wall shall be articulated with horizontal projections such as trellises, extended roof overhangs, or shade fixtures; and,
- On the block scale, buildings shall include articulated massing or variations in material, pattern, or detail. The existing lot widths of 8 m to 15 m should be considered a standard increment for this

variation. Increments of less than 8 m could create an overly busy or patchwork appearance, where increments of more than 15 m could create a monotonous roofline or block wall

6.8.2.2.6 Building Materials and Colors

- Preferred cladding materials include local stone, wood siding or shingles, textured concrete, finished concrete, steel, and exposed timbers. Vinyl, or plastic cladding materials are strongly discouraged;

- Cladding and finishing materials shall avoid false historic or false structural references such as river rock veneers or highly polished stone or masonry veneers.

- Glazing shall be non-reflective; and,

- Building cladding and finishing materials shall be designed to withstand severe weather over time. Materials which do not convey a feeling of quality or permanence, or which will not withstand extreme rain and wind, should be avoided;

- The use of sustainable or 'green' building materials is highly encouraged; and,

- Roofing materials shall be selected that minimize any potential impact on rainwater runoff quality.



Figure 66- Patios

6.9 General Residential Design Permit Guidelines (GR)

6.9.1 Objective

The objectives of this designation are to ensure that all residential developments respect the overall objectives of the Oceanfront Peninsula Sub Area Plan and provide particular design direction to any residential development.

6.9.2 Guidelines

The following design guidelines apply to any residential developments in all development permit areas where such uses are allowed.

6.9.2.1 Siting, Orientation and Landscaping Development Permit Guidelines

6.9.2.1.1 Design

- All landscaping plans for new developments must be prepared by a member of the B.C. Society of Landscape Architects or other qualified professional. All plant material and contractor's work must meet or exceed the standards of the B.C. Nursery Trades Association or the B.C. Society of Landscape Architects.

6.9.2.1.2 Parking, Transportation Support, and Loading

- Residential parking requirements shall be generally provided through underground or covered parking;
- On-lot surface parking or covered parking (including garages) shall be beneath or at the rear of the building and accessed from the lane;
- Where no lane exists, driveway access from the street, with unflared curb will be allowed along the side of the building. In such cases, shared driveways between adjacent buildings is highly encouraged;
- Parking areas should not be visible from the street and screened when necessary; and,
- Bicycle racks or lockers sufficient for residents and visitors shall be provided.

6.9.2.1.3 Circulation and Accessibility

- Pedestrian circulation shall include pathways between the front and rear of the building;
- Pedestrian areas shall be universally accessible and consider other strategies (such as sensory cues) to support people with wayfinding or mobility challenges;
- Residential entries should be clearly visible and identifiable from the fronting public street or thoroughfare to make the project more approachable and create a sense of association amongst neighbours;
- For townhouses and row-houses, entrances with stoops are preferred because they provide semi-public/semiprivate spaces, encourage activity in front of units, and reduce visibility into residential units;
- Where entrances to dwelling units in an apartment building are located at or near grade on streets or public pathways, they should be elevated slightly (no more than 1.2 metres) to ensure a degree of privacy for indoor and outdoor areas of the unit while enabling surveillance of the street (see figures 22 and 25);
- The base of residential buildings should be setback from between 2.5 – 5.0 metres from the property line to create a semi-private transition zone for ground floor entrances and units;
- Residential buildings should have individual entrances to ground floor units to provide easy pedestrian connections to buildings and encourage street use and walking;
- Residential units at grade should be sited and oriented to overlook public streets, parks and walkways, and semi-private open spaces while ensuring the security and privacy of its residents; and,
- Common area pathways and hardscaped areas shall be universally accessible.

6.9.2.1.4 Common areas and amenity spaces

- Wherever feasible, every residential unit shall have direct access to a private outdoor space such as a porch, patio, or balcony with an area of sufficient size (approximate minimum 80 square feet or 7.5 square meters) to support functional use by the occupants;
- All residential units shall have access to shared outdoor amenity spaces such as gardens, courts, and playgrounds. These spaces should be highly visible from both private and public activity areas; and,
- The provision of garden plots for use by residents is highly encouraged.

6.9.2.1.5 Landscaping

- Landscaping, such as small garden areas or elevated planting beds and planting containers shall be used to 'soften' building edges along the ground level façade, and on the building itself at roof edges and on balconies and roof decks. Ground level landscaping should function as rainwater management structures;
- Planting design shall use plant groupings that will provide year-round interest; and,
- To support long term plant health, all plant materials shall be planted in soils that are appropriate to the size and species.

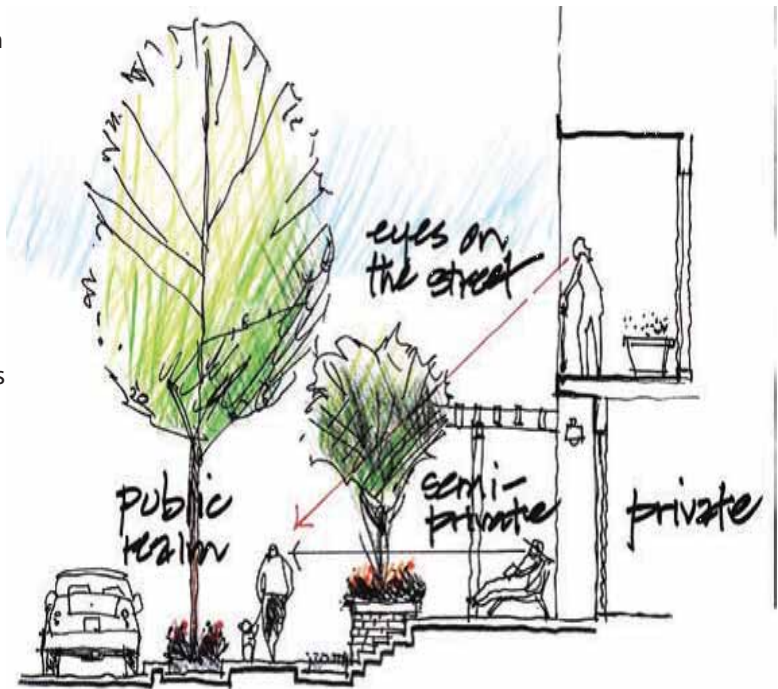


Figure 67- Eyes on the Street

6.9.2.1.6 Materials and Storage

- An area shall be provided at the rear of the building that serves the entire building and is dedicated to the separated storage and removal of garbage, specific wastes such as grease or oil, recyclable materials, and compostable waste;
- Storage facilities for garbage, waste, and recyclables shall be constructed so that animals are not able to access the area and materials; and,
- Every residential unit shall be provided with space to store and transfer recyclables and compostable waste.

6.9.2.2 Building Development Permit Guidelines

6.9.2.2.1 Design

- All plans for the construction of a residential building containing five or more dwelling units must be prepared by a member of the Architectural Institute of British Columbia.

6.9.2.2.2 Accessibility and Adaptability

- Buildings will comply with regulations; and,
- Building design that allows for future adaptation in unit configuration and use is highly encouraged.

6.9.2.2.3 Relationship to the Street

- All ground level building units shall have an individual entrance that face the street, pedestrian mews, or common outdoor space; and,
- Above the ground level, units shall have a strong visual connection to the street and other public areas by providing bay windows, extended balconies, or roof decks that overlook these public areas.

6.9.2.2.4 Roofscape and Image

- Roof design is encouraged that reflects the maritime, industrial, and unique architectural expression of the Squamish community.

6.9.2.2.5 Building Height and Massing

- Buildings shall avoid abrupt changes in scale from neighbouring buildings;
- Buildings shall be set back from the sidewalk to approximate neighbouring setbacks, and to allow for landscaped front yards, porches, and/or patios;



Figure 68- Sample Building Types

- Building volume shall be massed towards the centre of the block, so that significant portions of the upper levels of a building are stepped back from the sidewalk frontage. Elevation changes required by this condition shall be handled with landscaped edges or with elevated porches or patios;
- Buildings shall preserve or enhance views of the surrounding landscape to respect the objectives of the Sub Area Plan; and,
- Building walls and edges shall be articulated with horizontal projections such as trellises, extended roof overhangs, or shade fixtures.

6.9.2.2.6 Building Materials and Colors

- Preferred cladding materials include local stone, wood siding or shingles, textured concrete, steel, and exposed timbers. Vinyl, or plastic cladding materials are strongly discouraged;
- Cladding and finishing materials shall avoid false historic or false structural references such as river rock veneers or highly polished stone or masonry veneers;
- Glazing shall be non-reflective;
- Building cladding and finishing materials shall be designed to withstand severe weather over time. Materials which do not convey a feeling of quality or permanence, or which will not withstand extreme rain and wind, should be avoided;
- The use of sustainable or 'green' building materials is highly encouraged; and,
- Roofing materials shall be selected that minimize any potential impact on rainwater runoff quality.

6.10 Gateway Development Permit Guidelines (GW)

6.10.1 Objective

- The objective of this designation is to ensure that there is a seamless development transition from the downtown, while marking the entry to the Oceanfront. It should create an attractive draw to the Oceanfront peninsula for vehicles and pedestrians travelling through downtown Squamish.

6.10.2 Guidelines

The following development permit guidelines plus the general guidelines in Section 6.7, 6.8, and 6.9 apply to these development permit areas.

6.10.2.1 Site Planning and Circulation

- Create a sense of arrival to the peninsula by drawing and framing the view to the available water views on both the Mamquam Blind and the Cattermole Slough. It should also provide long views to the surrounding landscape and encourage a sense of discovery to continue the journey through the Oceanfront peninsula to the Lands' End Monument at the south end;
- Provide a pedestrian gateway to the Oceanfront Walkway as you exit the downtown;
- Buildings in the Gateway area are encouraged to creatively contribute to the arrival experience for people arriving by all modes of transportation including walking, cycling, and boating; and,
- An iconic landscape feature or public art is strongly encouraged to mark the entry to the Oceanfront peninsula. This should ideally be located at the terminus of Cleveland Avenue.

6.10.2.2 Building Height and Massing

- Maintaining a low scale development form, park and a natural edge along the Cattermole Slough at the Gateway will enhance and respect this natural edge.

6.10.2.3 Development Permit Coordination

- Where a site in this Development Permit Area (DPA) is adjacent another character DPA (including those in the Downtown), it may be designed to address both sets of guidelines, in order to mesh the character and experience of the two areas.

6.11 Interior Residential Development Permit Guidelines (IR)

The following development permit guidelines plus the general guidelines in Section 6.7, 6.8, and 6.9 apply to these development permit areas.

6.11.1 Objective

The Interior Residential area of the Oceanfront is a more urban residential neighbourhood where buildings and residences must balance privacy against the more vibrant urban activity along the Main Access Street. The objective is to allow visual connections to the street from private outdoor spaces such as patios and balconies, and allowing outdoor activities by providing common amenity spaces for residents. This area must also create a strong relationship with the Institutional and Civic area at the south end and the Gateway area at the north end and ensure that character and design are compatible with all surrounding neighbourhood.

6.11.2 Guidelines

6.11.2.1 Site Planning and Circulation

- The siting, massing, shape, pattern, roof line and exterior finish of buildings should be sufficiently varied to avoid a monotonous landscape;
- Pedestrian access through the area shall be provided with separate paths and walkways to link to the Oceanfront Walkway on either side at a minimum interval 200 metres;
- The pedestrian pathways shall be landscaped on both sides;
- The siting and height of multi-unit buildings should ensure that view impacts from adjacent residential developments are taken into consideration and minimized;
- Vehicular accesses to all multi-unit development should be designed with traffic safety in mind and to avoid a negative impact on adjacent lands;
- Any townhouse should have its own architecturally distinct entrance with its own street address;
- Any townhouse and cluster housing unit should have its own semi-private yard or space adjacent to the dwelling unit that is distinct from community open space or areas accessible to the general public;
- Multi-unit residential buildings and their component units should be oriented to the fronting public street and pedestrian mews as much as possible. Where the size or shape of the site does not permit all the units to face the fronting public street, the remaining units may be oriented to internal private streets or landscaped spaces;
- Multi-unit units, open and semi-private spaces may be partially screened but must be visible from the street. Walled developments that completely block off visibility from the street will not be permitted; and,
- Curbed landscaped areas must be provided in order to enhance the appearance of buildings and screen other necessary features. Landscaping must be provided along all property lines except for access points. Landscaping should be sympathetic to the surrounding neighbourhood. All areas not used for buildings or parking must be landscaped and curbed. Paving, gravel or mulch will not be considered primary landscaping elements. Irrigation of all landscaping is encouraged and is mandatory in front yards and key open areas.

6.11.2.2 Parking and Vehicle Access

- Resident on-site parking shall be accessed at block ends wherever possible; and,
- Resident parking should not be visible from a street; it should be completely enclosed within or beneath a building or located at the rear of the site. If surface parking is provided than it should be landscaped to provide some visual aesthetic.

6.11.2.3 Building Relationship to the Pedestrian Paths

- All units shall have direct pedestrian access to all the pedestrian paths; and,
- Ground level residential units shall be well defined spatially, but not be visually screened from the pathway, since a visual relationship between these spaces and the pathway will contribute to a safe public environment. Instead, other design techniques should be used to create privacy such as clear or open railings, landscaped buffers, and private spaces that are slightly elevated above the pathway.

6.11.2.4 Building Height and Massing

- Buildings shall be arranged to allow frequent views through the blocks.

6.11.2.5 Building Materials and Colours

- Building exteriors and colours should contribute to a neighbourhood character theme.

6.11.2.6 Development Permit Coordination

- Where a site in this Development Permit Area (DPA) is adjacent another character DPA, it may be designed to address both characters to some degree, in order to mesh the character and experience of the two areas.

6.12 Mamquam Waterfront Development Permit Guidelines (MW)

The following development permit guidelines plus the general guidelines in Section 6.7, 6.8, and 6.9 apply to these development permit areas.

6.12.1 Objective

The objective of this designation is to ensure that development reflects and celebrates the unique characteristics of the waterfront along the Mamquam Blind Channel, including:

- An intimate relationship with granite bluffs, coastal evergreen forests, and the Stawamus River estuary on the other side of the Blind Channel; and,
- The nature of the Mamquam Blind Channel as a working harbour, with both commercial and recreational marine uses.

The Mamquam Waterfront area includes the Oceanfront Walkway, a critical feature of the public realm network. This pathway is characterized by both urban and natural landscape experiences, but is primarily urban where it connects at the north end along the Mamquam Blind Channel through to the Village Centre and Oceanfront Park.

6.12.2 Guidelines

6.12.2.1 Site Planning and Circulation

- A continuous waterfront pathway, the Oceanfront Walkway shall be created for unobstructed, safe and unrestricted pedestrian access for the public along the water's edge. This public walkway is required to facilitate and enhance public access to and views along the Mamquam Blind Channel for recreational, aesthetic and economic purposes. The public walkway should link a series of distinct spaces such as residential plazas, commercial dockside areas, harbourfront esplanades, and marinas in order to provide variety and interest. This public walkway should provide a variety of interfaces with and varying degrees of proximity to the water including:
 - o Sea wall;
 - o Sea wall plus riprap;
 - o Pier;
 - o Pier and dock;

- o Walkway on pilings;
- o Floating walkway/dock;
- and,
- o Natural bank.

• The Oceanfront Walkway shall provide a minimum clear, unobstructed travel width of 3.5 metres at grade sufficient to permit two pedestrians walking abreast and a bicycle lane as well as maintenance and emergency vehicles, where required. A wider public walkway should be



Figure 69 - Illustrative Squamish Market

provided where a greater variety of activities are proposed and where connections to docksides, quays are provided;

- Maximize the variety of physical expression on the waterfront, encourage maximum penetration of sunlight (especially low east-west sun), and maximize views of the water, the east shore, the Chief, and other scenic locations;
- Street end plazas, including projecting piers and docks, shall be designed for active public uses, viewing, and accessing

the water;

- Buildings facing the plazas at the Westminster ROW street ends are particularly encouraged to provide commercial frontages that include outdoor seating, cafes, and patios;

- Access to the water and locations for launching small crafts shall be provided at regular intervals along the path, preferably near the street end plazas;



Figure 70 - Pedestrian Friendly Wider Public Walkways

- Where private marinas require secure access points, gates and fences shall not interfere with views from any part of the walkway or plazas; and,
- Curbed landscaped areas must be provided in order to enhance the appearance of buildings and screen other necessary features. Landscaping must be provided along all property lines except for access points. Landscaping should be sympathetic to the surrounding neighbourhood. All areas not used for buildings or parking must be landscaped and curbed. Paving, gravel or mulch will not be considered primary landscaping elements. Irrigation of all landscaping is encouraged and is mandatory in front yards and key open areas.

6.12.2.2 Parking and Vehicle Access

- On-lot parking shall be beneath the building and accessed at block ends; and,
- Loading areas shall be accessed from the Main Access Road, side of the building or at block ends.

6.12.2.3 Building Relationship to the Street and Oceanfront Walkway

- All ground level commercial and residential units shall have an individual entrance from the sidewalk or from the Oceanfront Stroll;
- All units shall have direct pedestrian access to the Oceanfront Walkway;
- Ground level residential units shall be separated from Oceanfront Walkway by a deep and slightly elevated private outdoor space such as a patio or porch. This space should be well defined spatially, but not be visually screened from the Oceanfront Walkway, since a visual relationship between these spaces and the Walkway will contribute to a safe public environment. Instead, other design techniques should be used to create privacy such as clear or open railings, landscaped buffers, and private spaces that are slightly elevated above the pathway; and,
- Above the ground level, units shall have a strong visual connection to the sidewalk and to the Oceanfront Walkway.

6.12.2.4 Building Height and Massing

- Taller buildings above 8 stories are permitted in this area to both provide density in the appropriate location and to provide that density within a taller thinner form to increase view corridors;
- Buildings shall be arranged to allow frequent views through the block from the Main Access Road;
- Buildings facing east-west streets shall preserve or enhance the easterly views from the Main Access Road by framing those views and stepping back the upper floors of the building;
- Buildings along the Oceanfront Stroll shall step back in height so as provide a comfortable transition from the pedestrian environment along the Oceanfront Walkway; and,
- Buildings which reflect a maritime character are encouraged.

6.12.2.5 Building Materials and Colours

- Building exteriors that emphasize glazing are encouraged;
- Through building colour and material selection, reflect a “west coast marine” character and the strong contrasts of the immediate surroundings; and,
- Retain, where practical, historical waterfront features, and reinforce these through building massing and design public art and design of the Oceanfront Walkway.

6.12.2.6 Development Permit Coordination

- Where a site in this Development Permit Area (DPA) is adjacent another character DPA, it may be designed to address both characters to some degree, in order to mesh the character and experience of the two areas.

6.13 Education and Institution Development Permit Guidelines (IC) (If Applicable)

The following development permit guidelines plus the general guidelines in Section 6.7, 6.8, and 6.9 apply to these development permit areas.

6.13.1 Objective

The objective of this designation is to regulate the form and character of institutional, commercial, and compatible residential development within the Education and Institution area on the Oceanfront to create a campus like environment, as applicable under the LGA. The initial experience of the campus should provide an overall impression of a landmark facility carefully integrated with the incredible oceanfront setting and the surrounding community. The following characteristics will contribute to this experience:

- At the heart of the Oceanfront create a central campus within a brief walk of the surrounding residential and commercial areas villages so as to provide synergies for all land uses on the peninsula;
- Locating the campus adjacent to the protected wetland, the Cattermole Slough and the Squamish Estuary provides the opportunity to set and an example for environmental planning;
- Take advantage of the commanding views from the campus location;
- Create a campus as a distinctive grouping of related buildings with landmark buildings helping to create immediate identity and wayfinding;
- Cohesive character through overall architectural expression and consistent use of materials.
- Extensive network of weather protection between and at buildings;
- This area will provide an important secondary gateway to the commercial and public precinct; and,
- Provide the opportunity for innovative approaches to cultivate the integral relationships between the campus institutions and the private sector such as privately-run services located on campus and residential zoning encouraging the opportunity for student housing.

6.13.2 Guidelines

6.13.2.1 Site Planning and Circulation

- A continuous waterfront pathway along the Cattermole Slough, the Oceanfront Walkway shall be created for unobstructed public use and shall be universally accessible;
- Emphasize and augment the natural riparian landscapes through the careful selection of appropriate deciduous and evergreen vegetation;
- All pedestrian walkways used by students, employees or the public should be hard surfaced;
- Developments should provide for on-site pedestrian areas with sufficient lighting to permit easy surveillance and safe use at night;
- Landscaping must be provided in order to enhance the appearance of buildings and screen other necessary features. Landscaping must be provided along all property lines abutting perimeter roads. All areas not used for buildings, outdoor storage or parking must be landscaped. Paving, gravel or mulch will not be considered primary landscaping elements. Irrigation of landscaping is encouraged;

- Should chain link fencing be used for security purposes, landscaping features and finishing details must be provided to reduce the negative visual impact for that part of the fence visible from the street;
- High quality furnishings, paving, lighting and signage should maximize comfort and safety and be in keeping with natural and sophisticated theme of the development. Wherever possible, natural materials should be used such as timber, stone and metal to reinforce the developments relationship to the surroundings. Safety and security are also key factors in designing a successful public realm;
- Signs throughout the site should be of consistent character;
- Signs should be located at intersections of open spaces and pedestrian pathways, and site entrances;
- Signage should be incorporated into the building facades but will not be permitted above the lowest roof eave or on the building roof. A coordinated signage program will be required; and,
- The open spaces of the Campus play a significant role in establishing the overall character and in accommodating a broad variety of campus activities. The following considerations should inform the design of these spaces:
 - o Open spaces should contribute significantly to the diversity of campus experience.
 - o The specific character of each open space – ranging from natural landscape that retains a young stand of rain forest to a more formal, hard-surfaced plaza providing opportunities for special events to the courtyard gardens-should be enhanced and reinforced.

6.13.2.2 Parking and Vehicle Access

- In keeping with the objectives of the Oceanfront to be a sustainable development and minimize vehicle movements, the amount of parking should be determined on actual projected requirements rather than by preset parking calculations;
- Parking should be shared with adjacent land use where feasible;
- Surface parking should be integrated into the streetscape and contribute to the street amenity. Locate parking on the side or rear of the lot away from the primary street frontage when possible. Allow for safe and direct access to building entry points. Paving, plant material, and screening walls and fences should be encouraged to screen cars from the streets and buildings;
- Loading areas shall be designed creatively and screened if necessary so as to not dominate or be intrusive on the site; and,
- Sidewalks should be provided that link parking areas. Where pedestrian walkways intersect with vehicular movements, the walkways should be demarcated with painted lines, raised surface, signage or some other device.

6.13.2.3 Building Relationship to the Street

- Fronting and flanking elevations should feature canopies and awnings over doorways, and continuously along the building frontage wherever possible.

6.13.2.4 Building Height and Massing

- Building configurations should be used to make the most of views, providing a foreground to frame and orient views; and,
- Common areas, dining, cafes, etc are highly visible at night and allow generous views to the surrounding landscape. This would also create a warm nighttime ambience.



Figure 71 - Sample Architectural Drawings

6.13.2.5 Building Materials and Colours

- Campus form and character should be founded in the landscape and the Oceanfront surroundings, however more contemporary forms can be considered in this location. Use of stone, natural cladding and timbers, steel, finished concrete and extensive use of glass is encouraged;
- Site lighting and select lighting styles should be designed to illuminate public areas with adequate light levels and gradual lighting transition for safety, while minimizing the amount of light pollution or spillover from the site. Specific pedestrian pathways may be selected for night pathway lighting to maximize safety and security aspects; and,
- Light fixtures should be contemporary, durable and sensitive to the natural setting and architectural character of the development.

6.13.2.6 Development Permit Coordination

- Where a site in this Development Permit Area (DPA) is adjacent another character DPA, it may be designed to address both characters to some degree, in order to mesh the character and experience of the two areas.

6.14 Village Centre Development Permit Guidelines (VC)

The following development permit guidelines plus the general guidelines in Section 6.7 and 6.8 apply to these development permit areas

6.14.1 Objective

The Village Centre celebrates the waterfront in a way that has not been possible during the unique history of the District of Squamish. The objective of the Village Centre is to ensure the reconnection of Squamish residents to their oceanfront and provide a social gathering place at the Oceanfront. Although most visitors to the Village Centre will be residents of Squamish, it is also should aspire to become a “must-do” for visitors to Squamish. The hotel should be considered as an opportunity to create an iconic landmark.

The objective of this designation is to ensure that this waterfront development reflect the wind-swept oceanfront on Howe Sound, as well as the significant heritage of the area for shipping and travel and retain a small pedestrian scale feel. Important contextual features include:

- Views over and down Howe Sound;
- Views towards the Stawamus Chief and Shannon Falls
- Shipping and other marine industry nearby;
- The Salt Dock;
- The nearby Oceanfront Park and Beach
- On-shore and off -shore winds.



Figure 72 - Squamish Waterfront

6.14.2 Guidelines

6.14.2.1 Site Planning and Circulation

- A continuous waterfront pathway, the Oceanfront Walkway shall be created for unobstructed, safe and unrestricted pedestrian access for the public along the water’s edge. This public walkway is required to facilitate and enhance public access to and views along the Mamquam Blind Channel for recreational, aesthetic and economic purposes. The public walkway should link a series of distinct spaces such as plazas, commercial dockside areas, harbourfront esplanades, and marinas in order to provide variety and interest. This public walkway should provide a variety of interfaces with and varying degrees of proximity to the water including:
 - o Sea wall
 - o Pier
 - o Pier and dock

- o Walkway on pilings
- o Floating walkway/dock

- The public walkway shall provide a minimum clear, unobstructed travel width of 3.5 meters at grade sufficient to permit two pedestrians walking abreast and a bicycle lane as well as maintenance and emergency vehicles, where required. A wider



Figure 73 - Winterfest

- public walkway should be provided where a greater variety of activities are proposed and where connections to docksides, and quays are provided;

- Provide a fine-grained network of pedestrian passages between buildings, keeping the scale and character of a maritime village;
- To create interest and connect people with maritime activities, design for the safe mixing of commercial activities with pedestrian use of adjacent public spaces;
- Street end plazas, including projecting piers and docks, shall be designed for active public uses, viewing, and accessing the water;
- Buildings facing the plazas and the Oceanfront Walkway are particularly encouraged to provide commercial frontages that include outdoor seating, cafes, and patios;
- Access to the water and locations for launching small crafts shall be provided at regular intervals; and,
- Where private marinas require secure access points, gates and fences shall not interfere with views from any part of the walkway or plazas.

6.14.2.2 Parking and Vehicle Access

- Loading areas shall be designed creatively so as to not detract from the pedestrian environment; and,
- Encourage the location for a vertical transportation station should it become part of the future Oceanfront transportation system.

6.14.2.3 Building Relationship to the Street and Oceanfront Walkway

- All commercial units shall have direct pedestrian access to the Oceanfront Walkway.

6.14.2.4 Building Height and Massing

- Buildings shall be generally 1 – 2 storey forms with the exception of the hotel;
- Buildings shall be arranged to allow frequent views through the blocks; and,
- Forms that reference traditional maritime buildings are encouraged, such as sawmills, canneries, boat sheds, dockside warehouses, and related railway buildings.

6.14.2.5 Building Materials and Colours

- Through building colour and material selection, reflect a “west coast marine” character and the strong contrasts of the immediate surroundings. However, this is an area where diversity of colour and materials will likely add to the charm and authenticity of the “small village” feel;
- Signage that adds colour and character to the waterfront will be encouraged. Preferred sign forms include projecting signs, wall painted super graphic signs, hanging board signs, signs suspended from canopies and banners. The signage design should take into account the background surface. Spot lighting is preferable to backlit signs; and,
- Retain, where practical, historical waterfront features, and reinforce these through building massing and design of public art.

6.14.2.6 Development Permit Coordination

- Where a site in this Development Permit Area (DPA) is adjacent another character DPA, it may be designed to address both characters to some degree, in order to mesh the character and experience of the two areas.

6.15 Maritime Development Permit Guidelines (M)

The following development permit guidelines plus the general guidelines in Section 6.7, 6.8, and 6.9 apply to these development permit areas.

6.15.1 Objective

The objective of this designation is to provide guidance for the physical development of marinas and waterfront structures that will support the various adjacent parks and public spaces, commercial, recreational, tourist and multiple-unit residential neighbourhoods. The guidelines should ensure there is minimal impact on environmentally sensitive areas and ensure esthetically attractive waterfront and maritime development.

6.15.2 Guidelines

6.15.2.1 Site Planning and Circulation

- Existing waterfronts feature buildings, which interact with water in a variety of ways. Encroachments into the Mamquam Blind Channel through the use of pile supported structures and auxiliary structures such as buildings, docks, piers and decks will be considered in order to maximize waterfront development opportunities.

6.15.2.2 Parking and Vehicle Access

- Loading areas shall be designed creatively so as to not detract from the pedestrian environment.

6.15.2.3 Building Relationship to the Street and Oceanfront Walkway

- All commercial units shall have direct pedestrian access to the Oceanfront Walkway; and,
- Any commercial units over water will have pedestrian ramp access.

6.15.2.4 Building Height and Massing

- Buildings shall be generally 1 floor forms, light in character;
- Buildings shall be arranged to allow frequent views through the blocks; and,
- Forms that reference traditional maritime buildings are encouraged, canneries, boat sheds, and dockside warehouses.

6.15.2.5

Building Materials and Colours

• Through building colour and material selection, reflect a “west coast marine” character and the strong contrasts of the immediate surroundings. However, this is an area where diversity of colour and materials will likely add to the charm and authenticity of the “small village” feel;



Figure 74 - Sailing in the Sound

• Signage that adds

colour

and character to the waterfront will be encouraged. Preferred sign forms include projecting signs, wall painted super graphic signs, hanging board signs, signs suspended from canopies and banners. The signage design should take into account the background surface. Spot lighting is preferable to backlit signs; and,

• Retain, where practical, historical waterfront features, and reinforce these through building massing and design of public art.

6.15.2.6

Infrastructure

- All servicing will be piped back to the general site infrastructure; and,
- Habitable elevation will be at the same height as the foreshore protection.



Figure 75 - Marina

6.16 Primary Employment Development Permit Guidelines (PE)

The following development permit guidelines plus the general guidelines in Section 6.7, 6.8, and 6.9 apply to these development permit areas.

6.16.1 Objective

The Primary Employment Area is comprised of the Marine Services Area and the Primary Employment Area. The objective of this designation is to provide guidance for the physical development of professional, commercial, light industrial and marine service uses. The guidelines should ensure there is minimal impact on nearby environmentally sensitive areas and ensure esthetically attractive employment based development.

6.16.2 Guidelines

6.16.2.1 Site Planning and Circulation

- A continuous waterfront pathway along the Cattermole Slough, the Oceanfront Walkway shall be created for unobstructed public use and shall be universally accessible;
- Where possible, buildings should be located in the front portion of a site to enhance the streetscape;
- Where private marinas and boat ramps require secure access points, gates and fences shall not interfere with views or access from any part of the Oceanfront Walkway;
- Any property line abutting a public road should feature landscaped front yards consisting of trees, shrubs, ornamental plants, or ground cover. Street trees will be required to be planted on the municipal road allowance;
- All pedestrian walkways used by employees or the public should be hard surfaced;
- Developments should provide for on-site pedestrian areas with sufficient lighting to permit easy surveillance and safe use at night;
- In cases where the adjacent land is used for residential purposes, buffering will be required to be provided in the form of the erection of fencing and/or the planting of trees and vegetation;
- Outdoor storage will be permitted only in the Marine Services area. The outdoor storage of equipment or materials should generally be placed at the rear of the site in order to provide screening from surrounding roads and any visible residential areas;
- Landscaping must be provided in order to enhance the appearance of buildings and screen other necessary features. Landscaping must be provided along all property lines abutting perimeter roads. All areas not used for buildings, outdoor storage or parking must be landscaped. Paving, gravel or mulch will not be considered primary landscaping elements. Irrigation of landscaping is encouraged;
- Should chain link fencing be used for security purposes, landscaping features and finishing details must be provided to reduce the negative visual impact for that part of the fence visible from the street; and,
- Signage should be incorporated into the building facades but will not be permitted above the lowest roof eave or on the building roof. A coordinated signage program will be required for all planned multi-tenanted buildings.

6.16.2.2 Parking and Vehicle Access

- Loading areas shall be designed creatively and screened if necessary so as to not dominate or be intrusive on the site;
- On-site parking areas for truck fleets, employees, and customers/visitors, which are visible from a public road or adjacent residential development, should be landscaped so to provide screening; and,
- Sidewalks should be provided that link parking



Figure 76 - Knowledge Based Industries

areas and office and retail space. Where pedestrian walkways intersect with vehicular movements, the walkways should be demarcated with painted lines, raised surface, signage or some other device.

6.16.2.3 Building Relationship to the Street

- Fronting and flanking elevations should feature canopies and awnings over doorways, and continuously along the building frontage wherever possible; and,
- Site lighting should be of a design and so located so as to prevent light-spill onto adjacent properties, particularly residential properties.

6.16.2.4 Building Height and Massing

- Contemporary building forms are appropriate for this area;
- Buildings shall be arranged to allow frequent views through the blocks;
- In the Marine Services area, forms that reference traditional maritime buildings are encouraged, such as sawmills, canneries, boat sheds, dockside warehouses, and related railway buildings; and,
- The siting, massing, shape, rhythm, roofline, and exterior finish of buildings should be sufficiently varied to avoid a monotonous visual appearance.

6.16.2.5 Building Materials and Colours

- Through building colour and material selection, more contemporary forms can be considered in this location. Use of stone, natural cladding and timbers, steel, finished concrete and extensive use of glass is encouraged; and,
- Retain, where practical, any historical features, and reinforce these through building massing and design of public art.

6.16.2.6 Development Permit Coordination

- Where a site in this Development Permit Area (DPA) is adjacent another character DPA, it may be designed to address both characters to some degree, in order to mesh the character and experience of the two areas.

6.17 Cattermole Waterfront Development Permit Guidelines (CW)

The following development permit guidelines plus the general guidelines in Section 6.7 and 6.9 apply to these development permit areas.

6.17.1 Objective

The objective of this designation is to ensure that development reflects and respects the unique natural characteristics of the Cattermole Slough and the Squamish Estuary on the west side of the waterway. The core consideration shall be the relationship between the residential development and the natural edge against the Cattermole Slough. The Oceanfront Walkway is also a key feature along the length of this area.

6.17.2 Guidelines

6.17.2.1 Site Planning and Circulation

- A continuous waterfront pathway, the Oceanfront Walkway shall be created for unobstructed public use and shall be universally accessible;
- Draw estuarine elements into the site through landscaping elements, for example reed planters, constructed wetlands, or driftwood. Informal, highly varied edges are suggested, especially at boundaries with parks;
- Pedestrian access to the Oceanfront Stroll shall be at street ends or at a similar interval to the existing street end spacing (200-300 meters);
- Any townhouse should have its own architecturally distinct entrance with its own street address;
- Any townhouse and cluster housing unit should have its own semi-private yard or space adjacent to the dwelling unit that is distinct from community open space or areas accessible to the general public; and,
- Curbed landscaped areas must be provided in order to enhance the appearance of buildings and screen other necessary features. Landscaping must be provided along all property lines except for access points. Landscaping should be sympathetic to the surrounding neighbourhood. All areas not used for buildings or parking must be landscaped and curbed. Paving, gravel or mulch will not be considered primary landscaping elements. Irrigation of all landscaping is encouraged and is mandatory in front yards and key open areas.

6.17.2.2 Parking and Vehicle Access

- On-lot parking shall be beneath the building and accessed at block ends.

6.17.2.3 Building Relationship to the Street and Oceanfront Stroll

- All units shall have direct pedestrian access to the Oceanfront Walkway; and,
- Any buildings and any other built structure shall be set well back from the Oceanfront Walkway and include thick vegetative buffers of native trees and shrubs to minimize their visual impact on the path.

6.17.2.4 Building Height and Massing

- Larger building forms shall be massed accordingly so as to provide a comfortable and sensitive relationship with the natural environment along the Cattermole Slough.

6.17.2.5 Building Materials and Colours

- In building material and colour selection, reflect the softer variation in tones typical of an estuarine environment.

6.17.2.6 Exterior Lights

- Exterior security lights shall be motion and light activated only; and,
- Any exterior lighting on streets or private properties shall be directed and shielded away from the Cattermole Slough to prevent light pollution from encroaching on the natural areas.

6.17.2.7 Development Permit Coordination

- Where a site in this Development Permit Area (DPA) is adjacent another character DPA, it may be designed to address both characters to some degree, in order to mesh the character and experience of the two areas.

7. Plan Implementation

The following items are areas of interest related to execution of the plan outlined above.

7.1 Phasing

The Oceanfront Peninsula will be phased as market conditions warrant the development and as community amenities are funded.

7.2 Employment and Economic Development

7.2.1 Policies

- Provide a logical “loop” of attractions and interests that visitors can visit. Link this (physically and through wayfinding signage) to other attractions in the Squamish area;
- Involve businesses that may locate on the Oceanfront in the implementation and identify their key needs;
- Maintain flexibility in the plan to accommodate a diverse range of employment opportunities over time;
- Provide appropriate supporting housing, services and amenities to attract identified business sectors;
- Work with the Squamish First Nation on long-term economic development opportunities on the Oceanfront, and business opportunities associated with Oceanfront construction and development;
- Allow for interim (temporary) uses where these are appropriate for the current context on the Oceanfront;
- Work with the Downtown Business Improvement Association (DBIA), Squamish Sustainability Corporation and the Chamber of Commerce to promote the Oceanfront as a great place to do business;
- Consider subsidizing some specific, highly desired businesses or activities if these will not be able to compete for land values;
- Consider providing space for business support services such as meeting spaces and business equipment that can support people working from home;
- Encourage links between local farmers and residents/businesses, to support local agriculture;
- Attract cultural events to help showcase the Oceanfront and Squamish to visitors;
- The linking of youth job-training programs to Oceanfront should be encouraged by the District, especially for jobs associated with the construction and operation of the site; and,
- Support a permanent space for a farmers’ market in the Oceanfront.

7.3 Parks, Open Space, and Community Amenities

7.3.1 Objectives

To support provision and maintenance of parks and open spaces identified in the plan, and to maximize benefits to the community and ecosystem from them, and to maximize resources available to meet these objectives.

7.3.2 Policies

- Work with Oceanfront landowners to develop a “Cost and Amenity Sharing Agreement” (CASA) to share costs and benefits of amenities equitably among them. This will enable optimal location of amenities, and appropriate and timely funding;
- Explore a range of funding options available to the Municipality, including but not limited to amenity contributions, development cost charges, and density bonusing, to deliver the desired amenities and community facilities;
- Explore creative funding mechanisms and grants in order to support provision of additional facilities;
- Consider investing in a high-profile design for Oceanfront Park and the Village Centre to create a strong draw for both residents and visitors;
- Work to assist in managing competing uses of the water. Work with the various responsible agencies to ensure use of the water is well-managed and minimizes environmental impacts, especially in Mamquam Blind Channel. Consider educational initiatives for small boaters and signage and information for visitors;
- Investigate partnerships with land owners, government agencies and local ecological groups to enhance and maintain marine, foreshore, and terrestrial habitat (beyond that required by the SEMP);
- For ecologically sensitive areas including the Wetland, inform and educate adjacent residents and businesses about how to protect them. Encourage implementation of resident-led stewardship initiatives through strata councils and/or community groups;
- Support and maintain regular major events on the Oceanfront. These events should be developed in the context of Squamish’s large-scale event calendar, and should consider building on the legacy of other successful local events;
- Consider the possibility of hosting a Farmer’s Market on the Oceanfront, and ensure this initiative does not compete with the downtown market location;
- Consider community partnerships in support of urban agriculture initiatives, including links with the Farmer’s Market;
- Engage the public prior to developing community facilities, to ensure they remain top priorities and that their design is suited to the best understanding of needs at that time;
- Encourage co-location, shared use and development of facilities through partnerships of various kinds. Ensure partnerships are structured to assure affordable, practical access for anticipated user groups through operation and management practices and principles;
- Strongly encourage engagement of local artists, including First Nations, in producing art on both public and private lands;
- Pursue educational opportunities as part of the development, focusing on sustainability, and profiling the natural and human assets of the site and Squamish as a whole; and,
- Recognize the marine, industrial, natural, and First Nations heritage of the site, and celebrate it through art, infrastructure, building design, and programs.

7.4 Access and Circulation

7.4.1 Objectives

To support initiatives that will accelerate the transition to less car dependence both for local and commuter trips.

7.4.2 Policies

- Encourage development of a local car-sharing network; and,
- Explore adoption of an aggressive transportation demand management program in partnership with Oceanfront landowners and others.

7.5 Infrastructure and Environment

7.5.1 Policies

- Work with Oceanfront landowners to develop a “Cost and Amenity Sharing Agreement” (CASA) to share costs and benefits of amenities equitably among them. This will enable optimal location of amenities, and appropriate and timely funding;
- Explore a range of funding options available to the Municipality, including but not limited to amenity contributions, development cost charges, and density bonusing, to deliver the desired amenities and community facilities;
- Educate all residents and businesses about water conservation, waste reduction, and energy conservation. Pursue extending this program to visitors as part of showcasing sustainability initiatives;
- Consider a demonstration wind energy project, possibly as part of a public art installation;
- Encourage or set up programs to reuse and share materials of all kinds, as a semi-formal way to reduce solid waste production;
- Consider using the mercury treatment facility as an educational and tourism facility; and,
- Encourage provision of highly efficient appliances, equipment, fixtures, and fittings in both residential and business applications.40879

7.6 Implementation of the Sub Area Plan

7.6.1

Despite any other provision of this Sub Area Plan, or of the Official Community Plan of which this Sub Area Plan forms a part, Council may adopt a bylaw or undertake a work that is inconsistent with the text or a plan forming part of this Sub Area Plan only if Council considers that:

7.6.1.1 the bylaw or work respects the oceanfront vision, themes and values described in section 1 of this Sub Area Plan;

7.6.1.2 the total gross floor area of each of

7.6.1.2.1 commercial, having a maximum gross floor area of 31,085 m²;

7.6.1.2.2 employment, having a maximum gross floor area of 58,000 m²;

7.6.1.2.3 institutional, having a maximum gross floor area of 59,000 m²;

7.6.1.2.4 institutional having a maximum gross floor area of 59,000 m²; is not exceeded;

7.6.1.3 despite section 7.6.1.2, commercial on the lands shown cross-hatched on Schedule AD having a maximum gross floor area of 27,666m², plus up to

(a) 7895 m² subtracted from the maximum gross floor area for “employment” under section 7.6.1.2.2; and

(b) 5,000 m² subtracted from the maximum floor area for the “Mamquam Blind Residential” area shown on Schedule “G”,

is not exceeded;

7.6.1.4 despite section 7.6.1.2, residential on the lands shown cross-hatched on Schedule “AD” having a maximum gross floor area of 133,000 m², plus up to 40,000 m² subtracted from the “employment” and “institutional” gross floor area under sections 7.6.1.2.2 and 7.6.1.2.3, consistent with sections 5.3.4 and 5.3.7 and Schedule “G” of the Sub Area Plan, is not exceeded;

7.6.1.5 subject to section 7.6.1.2 through 7.6.1.4, the boundary of an area designated for Neighbourhood Commercial, Primary Employment, Waterfront Employment, Education and Institutions, Interior Residential, Cattermole Residential, or Mamquam Blind Residential on Schedule “G” is not adjusted substantially;

7.6.1.6 the policy ground for the inconsistency is one or more of the following:

7.6.1.6.1 environmental constraints and opportunities in connection with fish and wildlife habitat, soil remediation, groundwater contamination, flood protection, greenhouse gas emissions, climate adaptation or similar matters,

7.6.1.6.2 social, economic or environmental benefits,

7.6.1.6.3 engineering or other technical constraints and opportunities in connection with geotechnical or servicing matters;

7.6.1.7 the land area of the Oceanfront Beach and Park described in section 5.4.3, less any area dedicated as highway within that park land area, shall not be less than the area described in the master plans prepared by PWL Partnership and dated January 1, 2011;

7.6.1.8 in the case of a park, open space or waterfront public walkway referred to in this Sub Area Plan (other than the Oceanfront Beach and Park described in section 5.4.3 which shall be dedicated as park land on a plan of subdivision, subject to section 7.6.1.7), the park, open space or waterfront public walkway is:

7.6.1.8.1 a highway or parking area boundary may be adjusted without limitation, and for certainty the boundaries and area shapes on Schedule “AC” are for illustrative purposes and not intended to constrain the final boundaries and shapes;

7.6.1.8.2 not less in area than the area described in section 5.4 and Schedule “H”,

and for certainty the boundaries and area shapes of the parks, open space and waterfront public walkways in Schedule “H” are for illustrative purposes and not intended to constrain the final boundaries and shapes.

7.6.2 Despite section 7.6.1.5 but subject to section 7.6.1.2

7.6.2.1 a highway or parking area boundary may be adjusted without limitation, and for certainty the boundaries and area shapes on Schedule "AC" are for illustrative purposes and not intended to constrain the final boundaries and shapes

7.6.1.2 in the area shown outlined in yellow on Schedule "AC", the boundaries of areas designated for Interior Residential, Education and Institutions or Civic Uses may be adjusted without limitation.

7.6.3 It is further expressly recognized, in keeping with the foregoing, that where reference is made to parks and open space (other than the Oceanfront Beach and Park described in section 5.4.3 which shall be dedicated as park land on a plan of subdivision, subject to section 7.6.1.7), while the general preference is for park, this Sub Area Plan recognizes that there will be in various cases (in order to accommodate underground parking or a dedicated access requirement for cruise ship and other facilities and uses) a need for public open space to take the form of privately owned but publicly accessible public open space provided for by way of a statutory right of way in favour of the District.

7.6.4 The Industrial Development Permit Area designation will not apply to the area of this Sub Area Plan.

7.6.5 The boundaries of the Gateway, Interior Residential, Mamquam Waterfront, Education and Institutions, Village Centre, Maritime, Primary Employment, and Cattermole Waterfront Development Permit Areas on Schedule U are amended to the extent necessary to align with any adjustment of any concomitant land use designation boundary on Schedule "G" as contemplated under section 7.6.1.

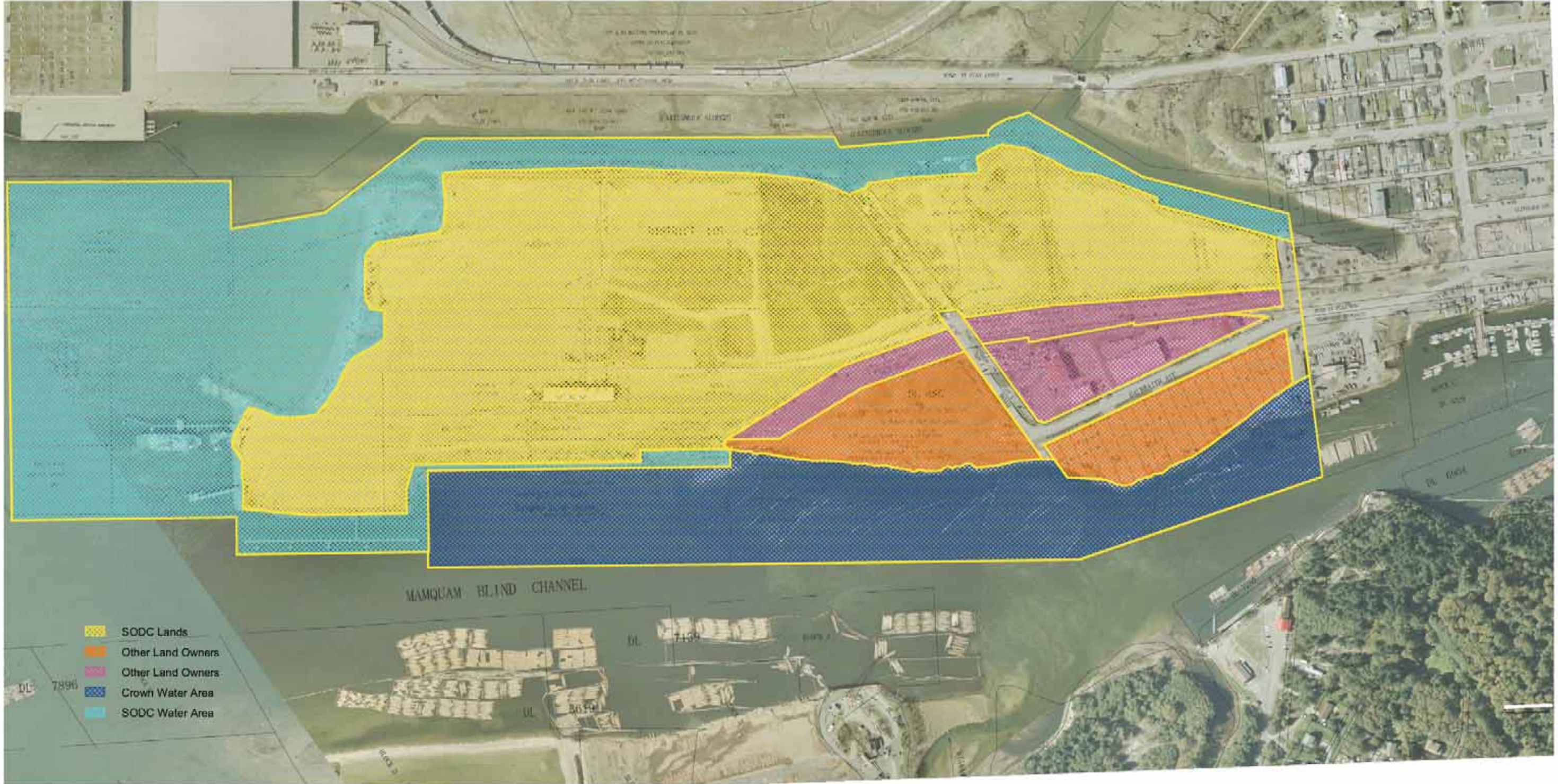
8. Plan Implementation

8.1 Sub Area Plan Schedules



CONTEXT PLAN

SCHEDULE A



OWNERSHIP PLAN

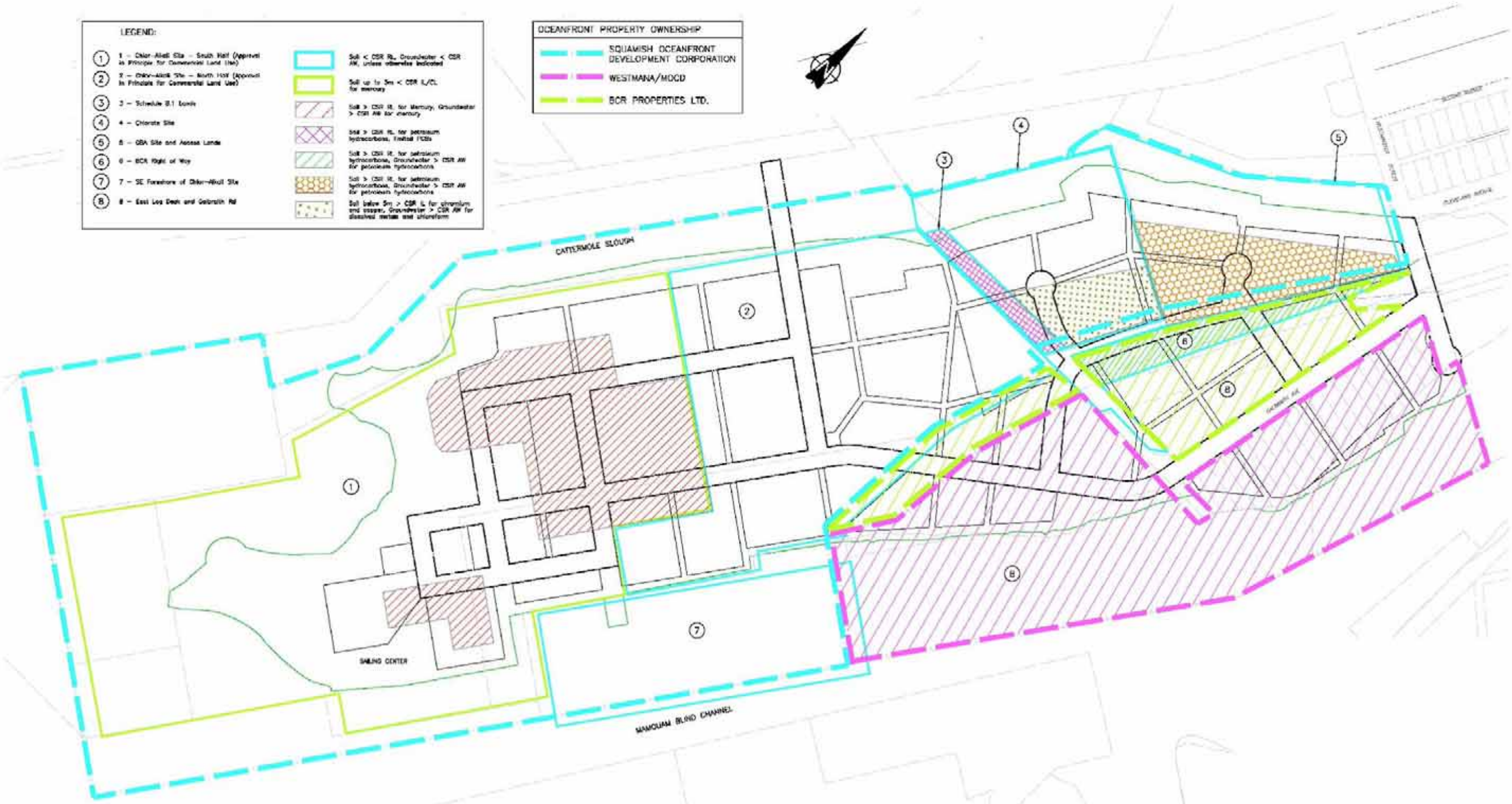
SCHEDULE B

LEGEND:

1	1 - Chlor-Alkali Site - South Half (Approval in Principle for Commercial Land Use)		Soil < CSR RL, Groundwater < CSR AW, unless otherwise indicated
2	2 - Chlor-Alkali Site - North Half (Approval in Principle for Commercial Land Use)		Soil up to 5m < CSR L/CL for mercury
3	3 - Schedule B1 Lots		Soil > CSR RL for Mercury, Groundwater > CSR AW for mercury
4	4 - Chlorate Site		Soil > CSR RL for petroleum hydrocarbons, Total PCBs
5	5 - O&A Site and Access Lands		Soil > CSR RL for petroleum hydrocarbons, Groundwater > CSR AW for petroleum hydrocarbons
6	6 - BCR Right of Way		Soil > CSR RL for petroleum hydrocarbons, Groundwater > CSR AW for petroleum hydrocarbons
7	7 - SE Foreshore of Chlor-Alkali Site		Soil > CSR RL for petroleum hydrocarbons, Groundwater > CSR AW for petroleum hydrocarbons
8	8 - East Lee Deck and Gehlbach Rd		Soil below 5m > CSR L for chromium and copper, Groundwater > CSR AW for dissolved metals and uranium

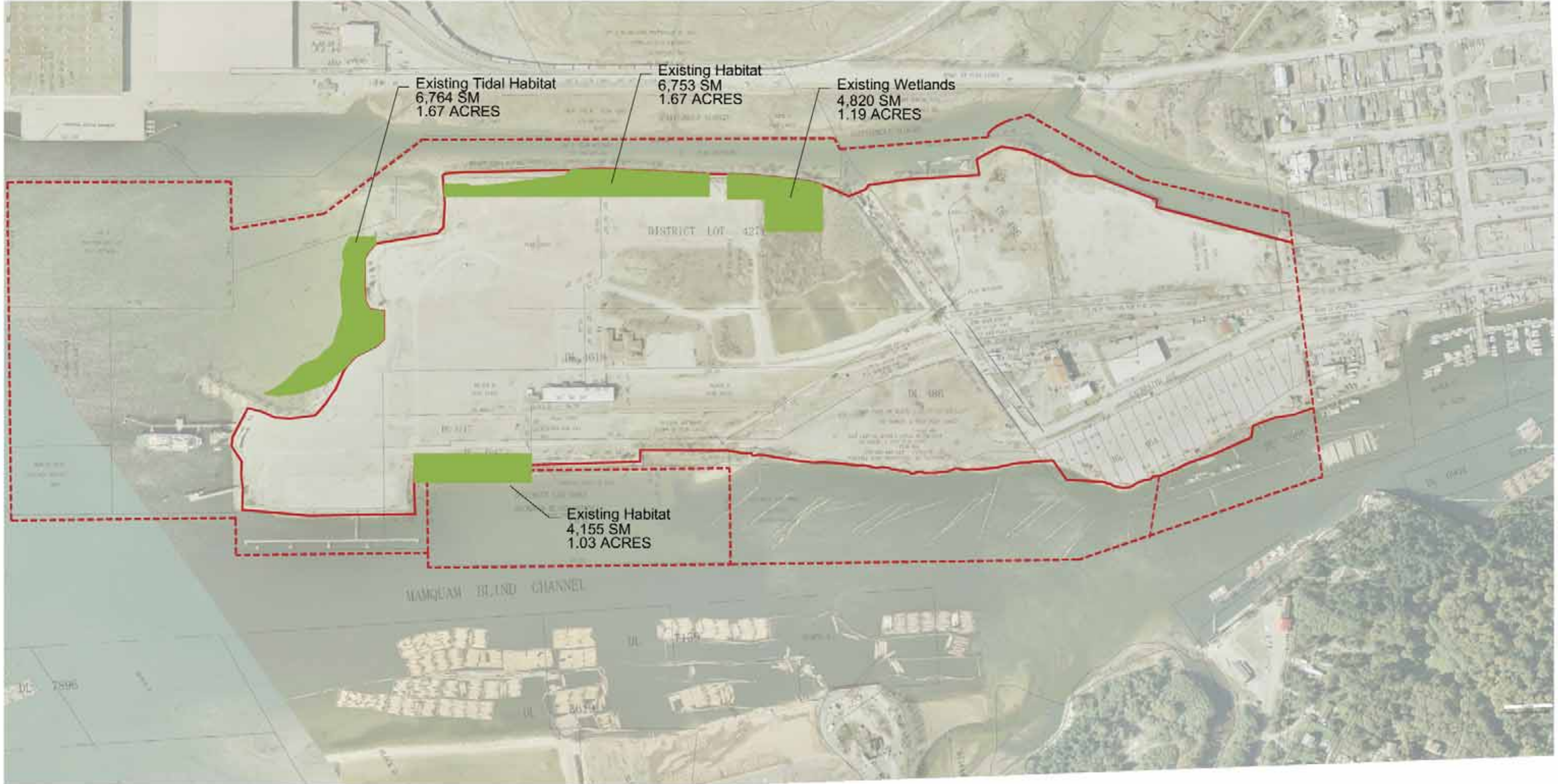
OCEANFRONT PROPERTY OWNERSHIP

	SQUAMISH OCEANFRONT DEVELOPMENT CORPORATION
	WESTMANA/MOCD
	BCR PROPERTIES LTD.



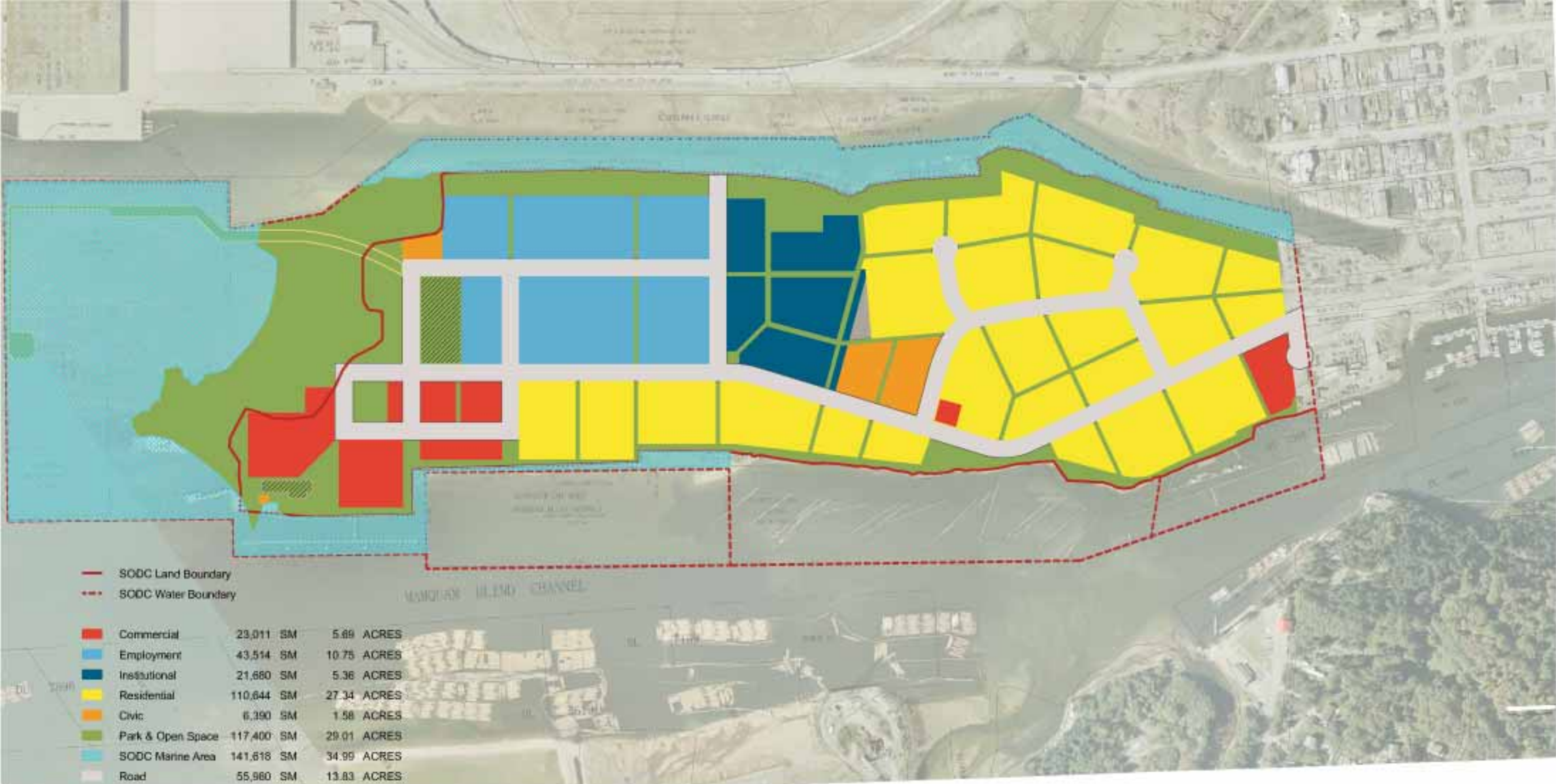
SOIL CONTAMINATION PLAN

SCHEDULE C



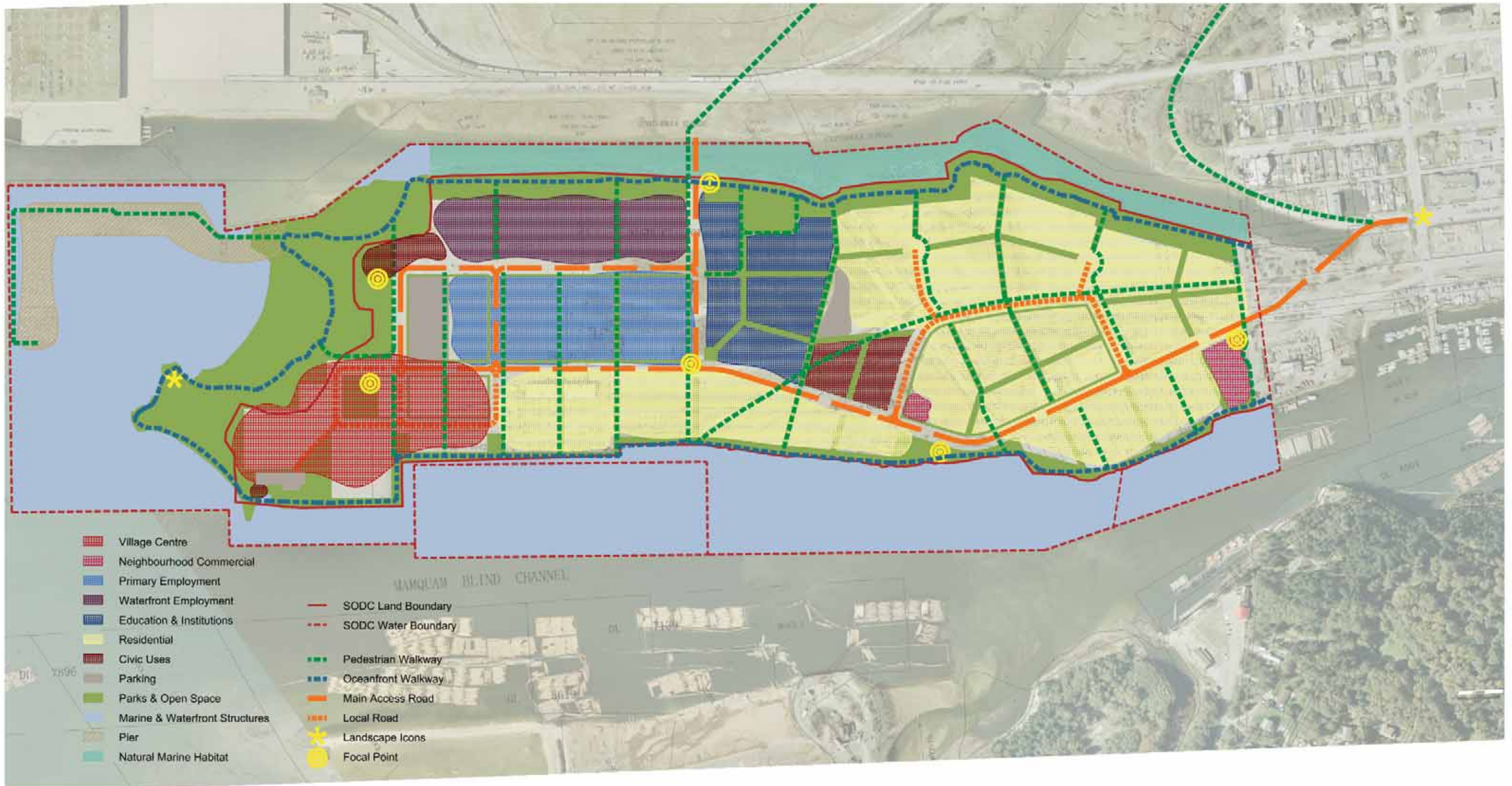
EXISTING HABITAT

SCHEDULE D



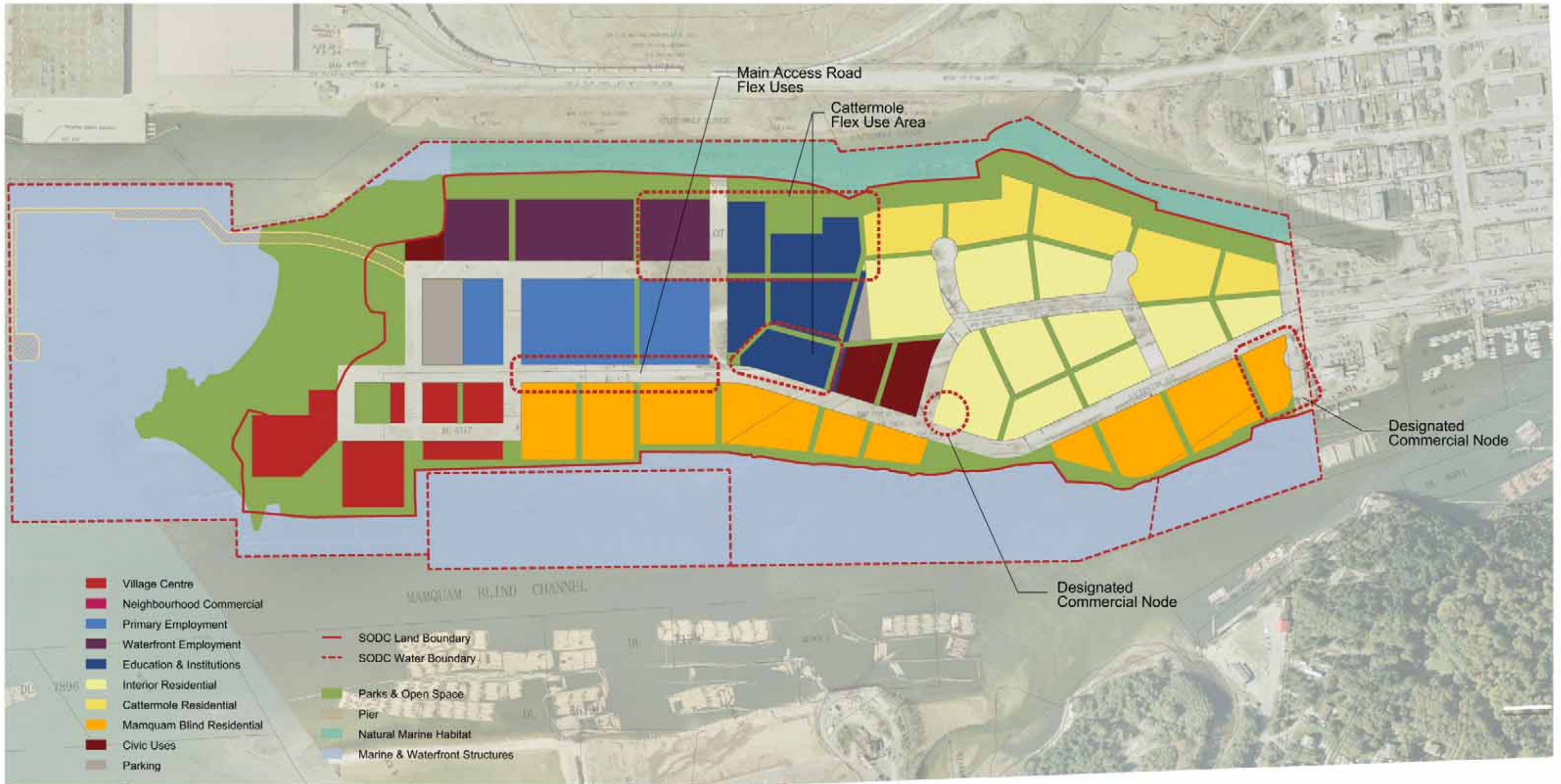
SITE AREA BY USE

SCHEDULE E



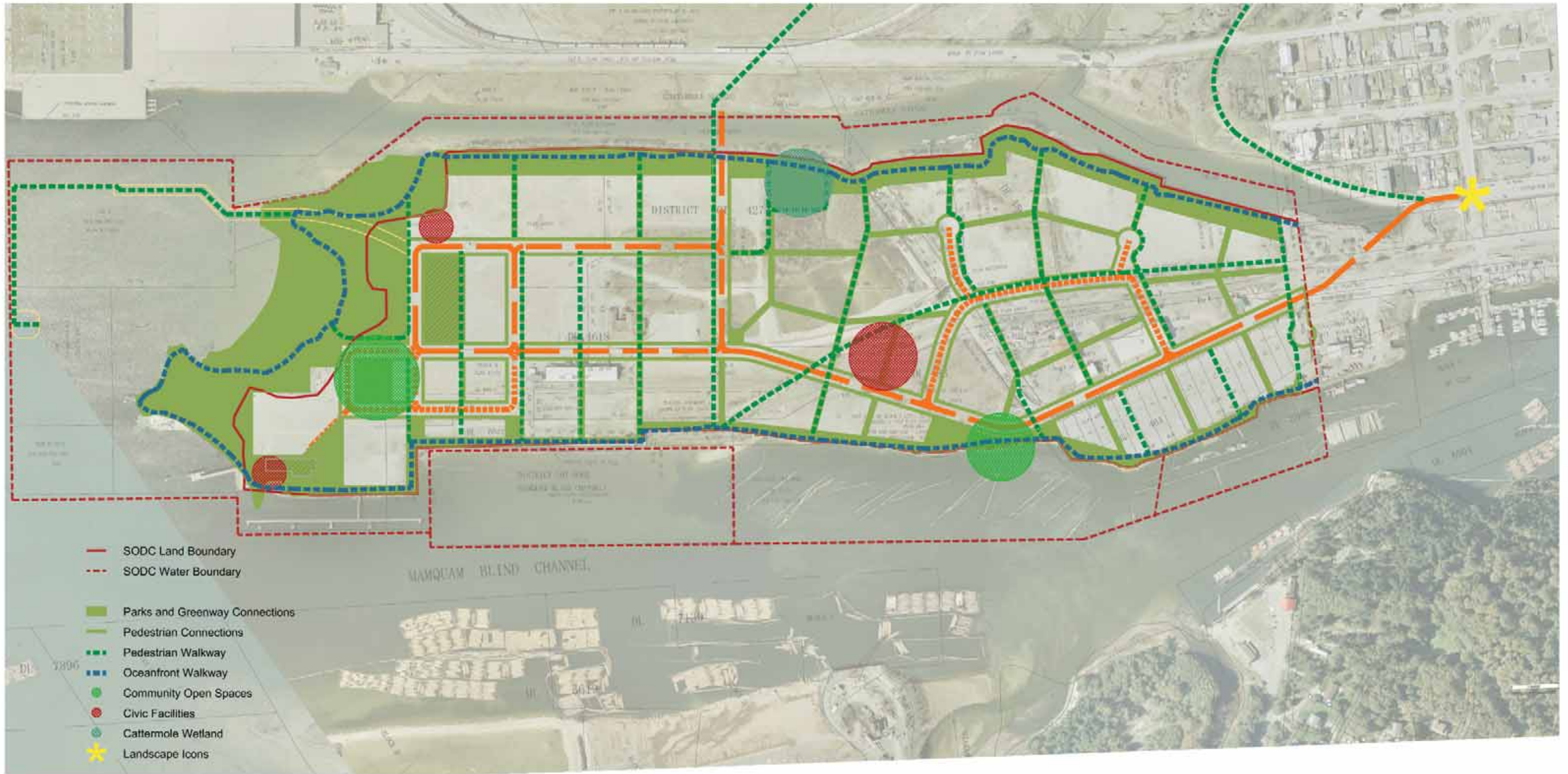
CONCEPT PLAN

SCHEDULE F



LAND USE

SCHEDULE G



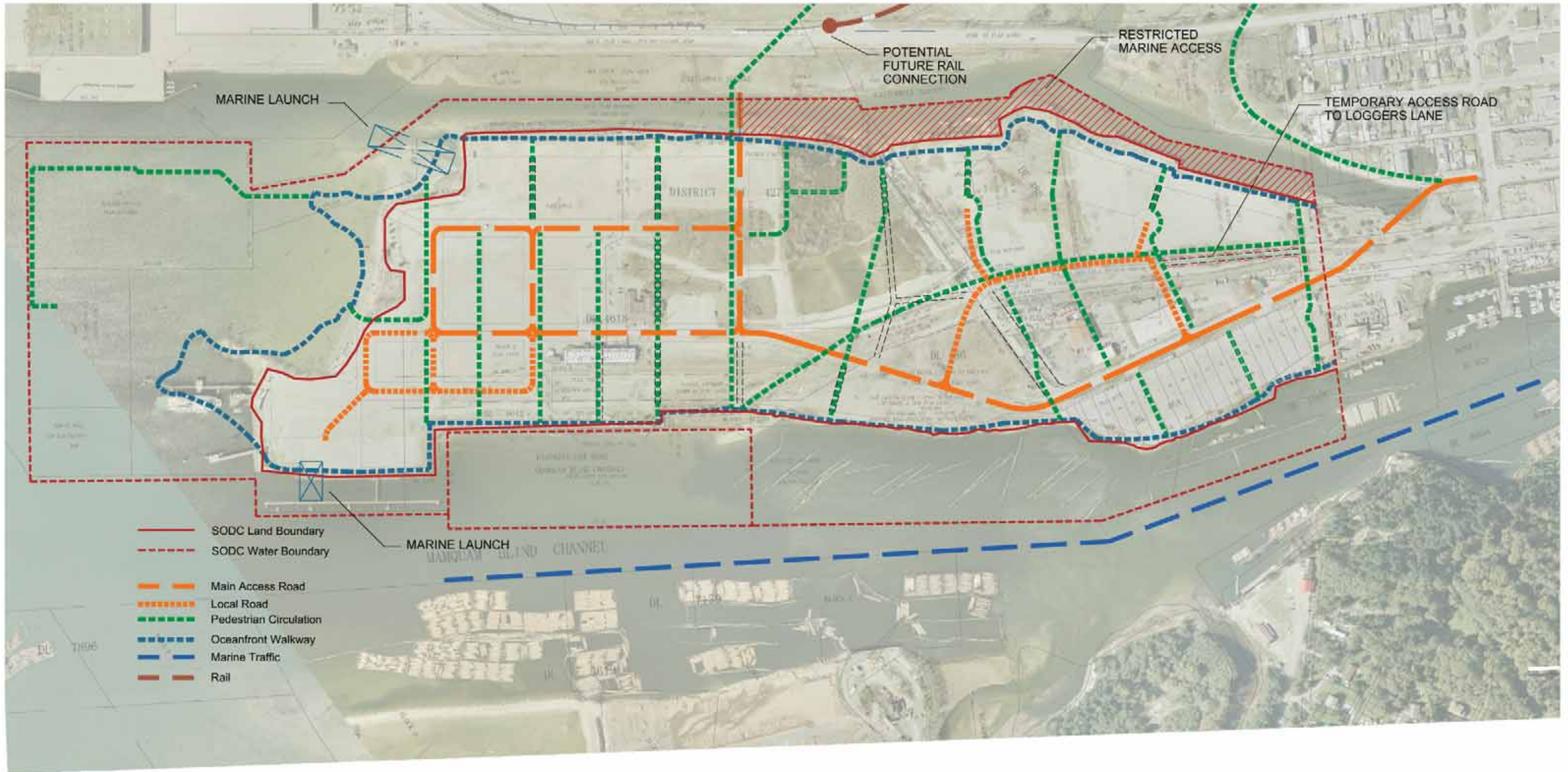
PARKS, PUBLIC SPACES & COMMUNITY FACILITIES

SCHEDULE H



BUILDINGS AND BUILT FORMS

SCHEDULE I



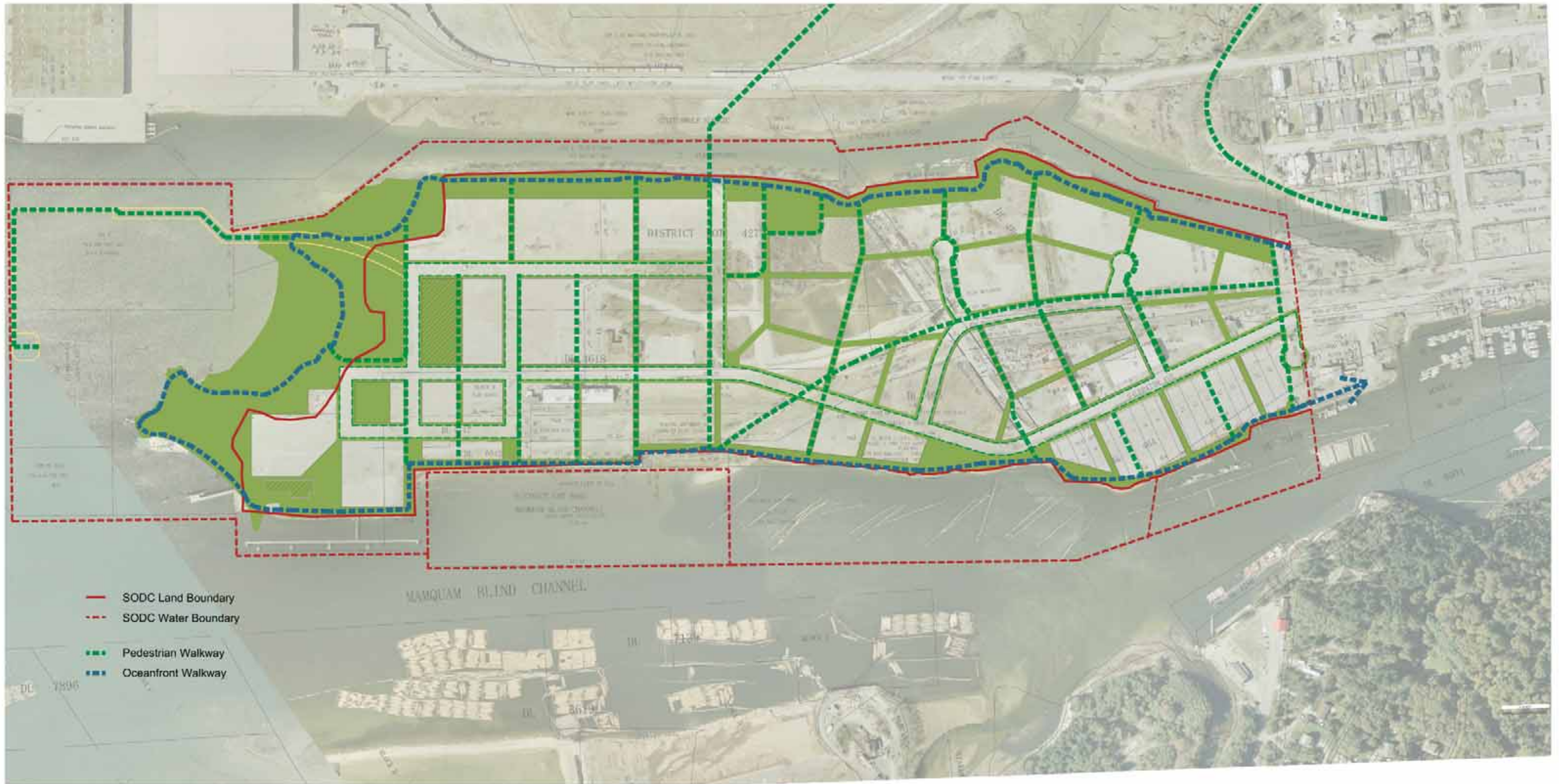
CIRCULATION PLAN

SCHEDULE J



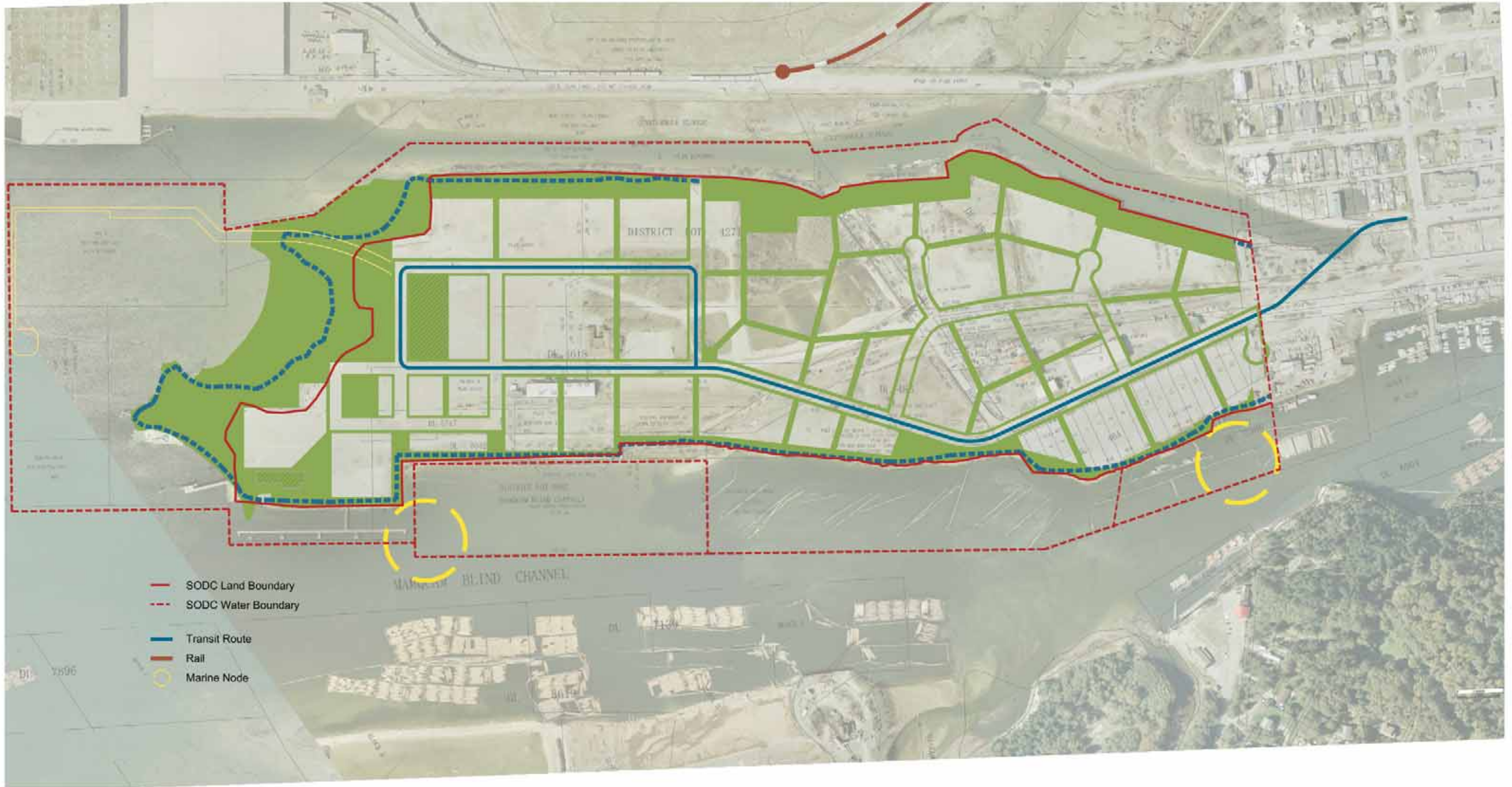
CYCLING ROUTE

SCHEDULE K



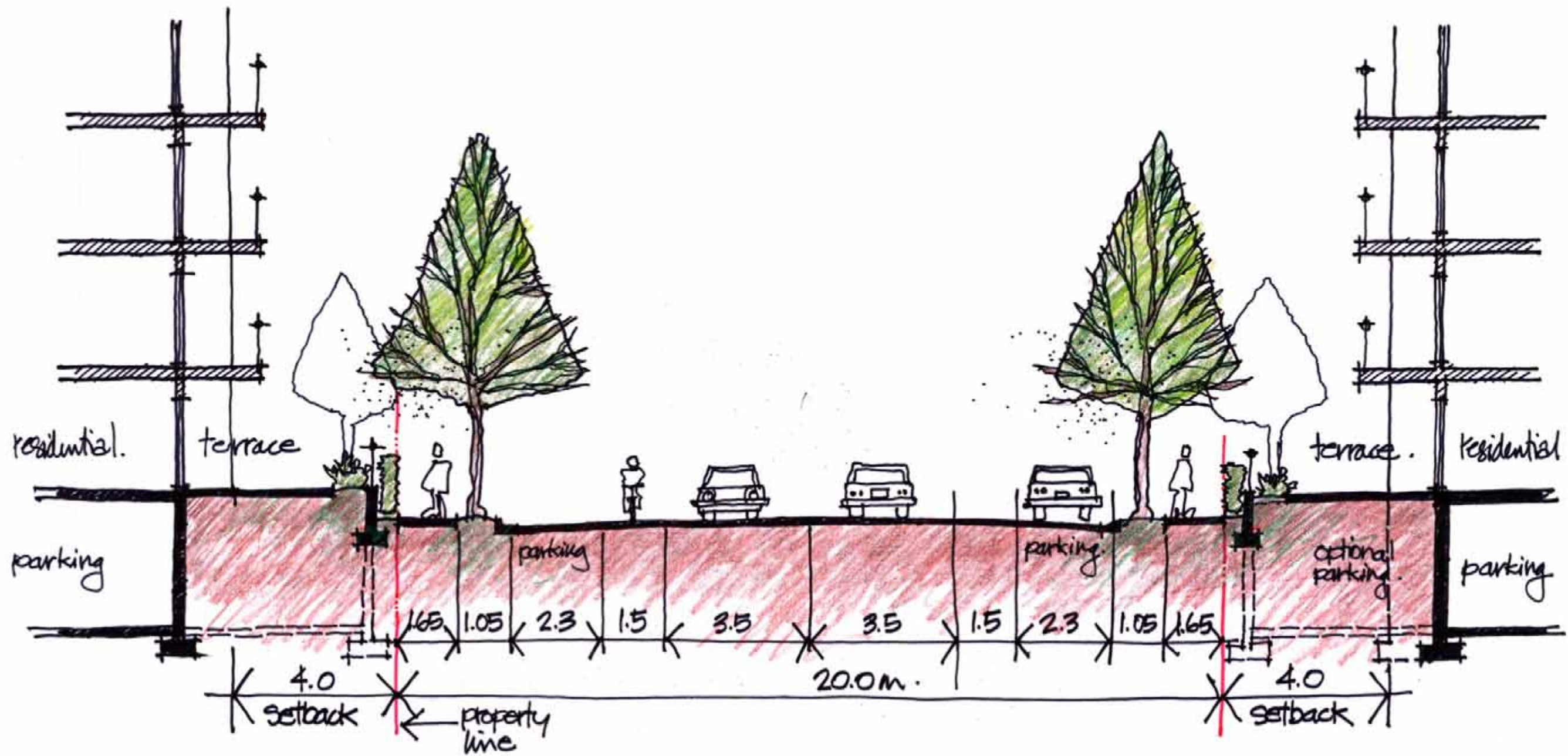
PEDESTRIAN CONNECTIONS

SCHEDULE L



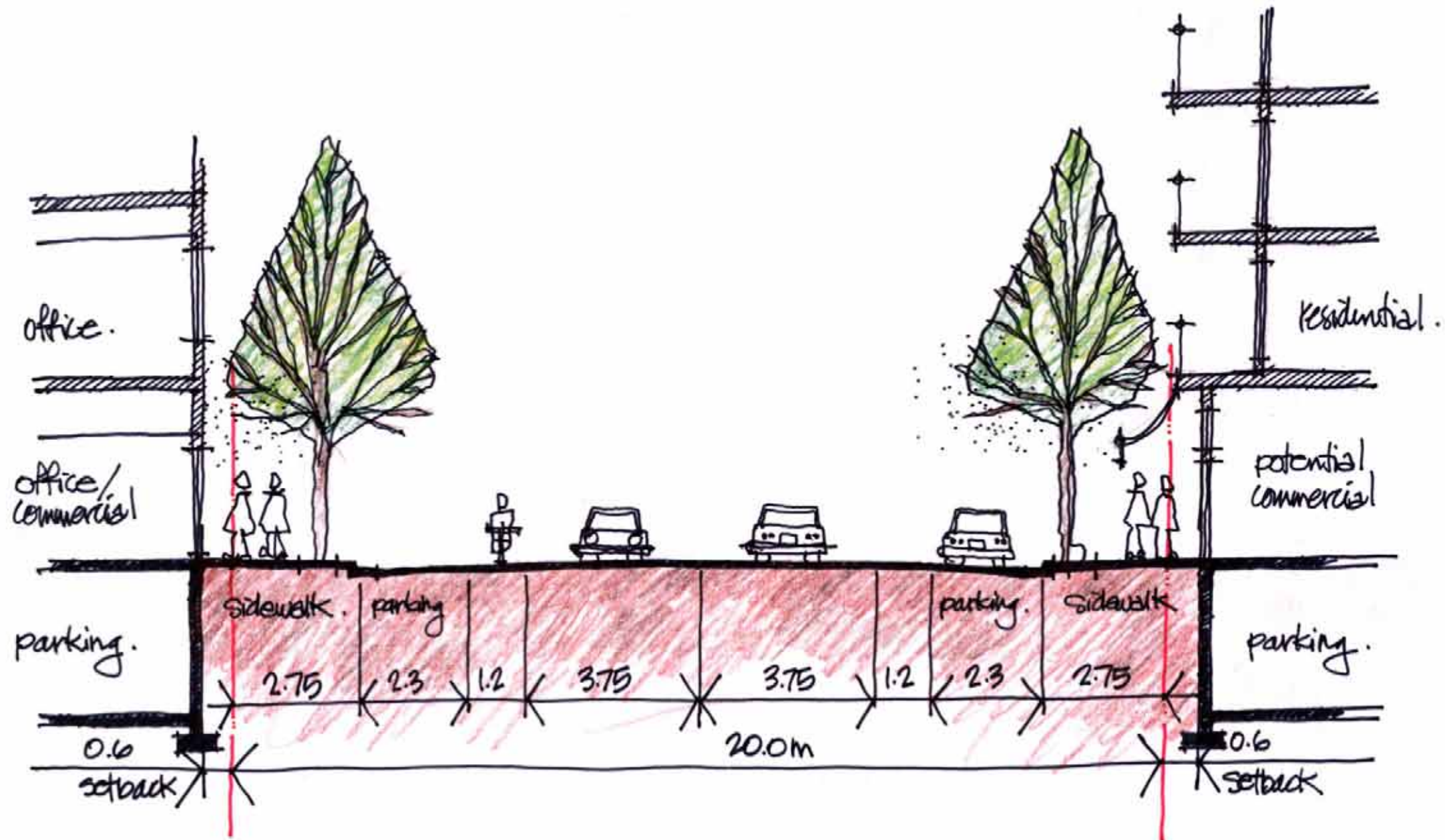
TRANSIT PLAN

SCHEDULE M



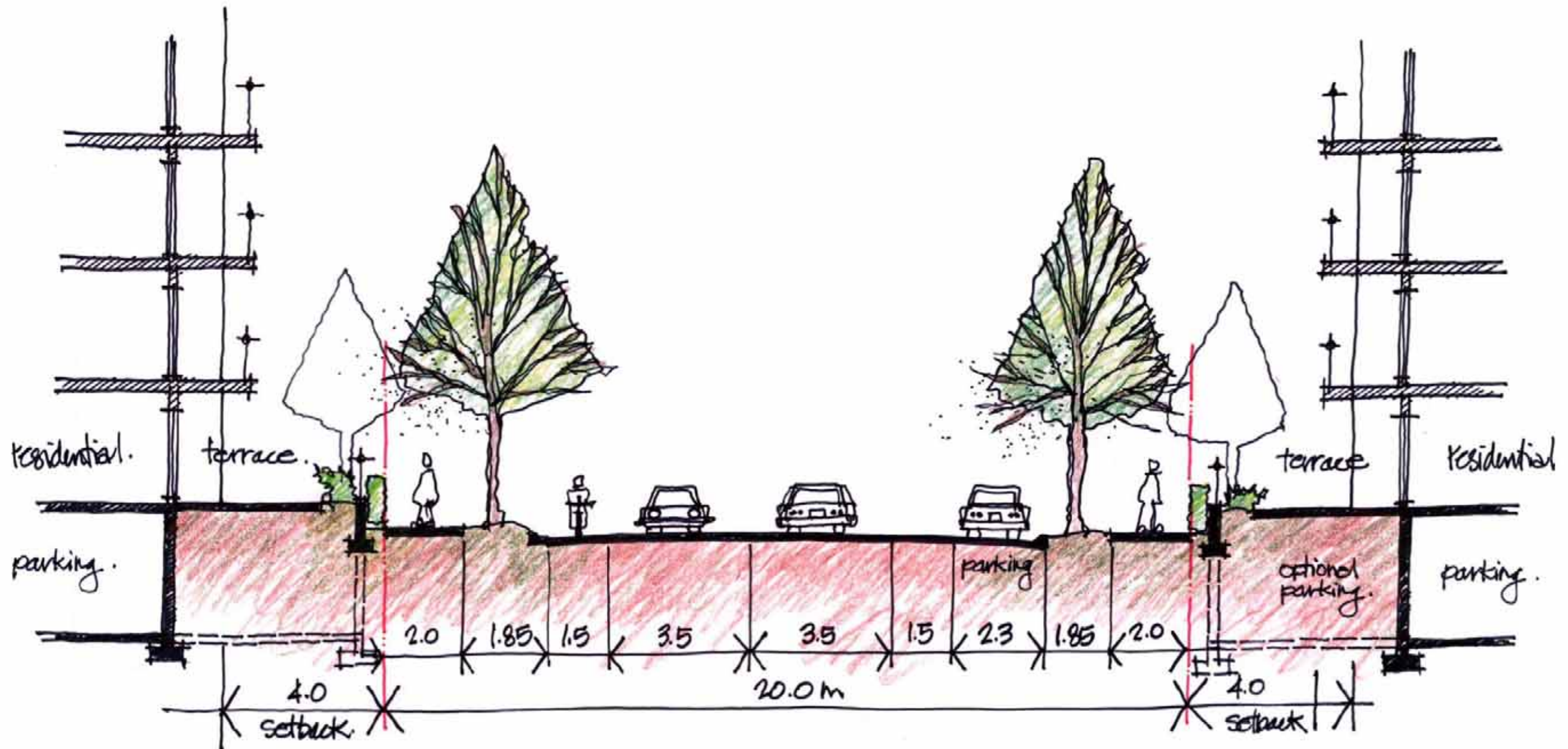
MAIN STREET SECTION

SCHEDULE N



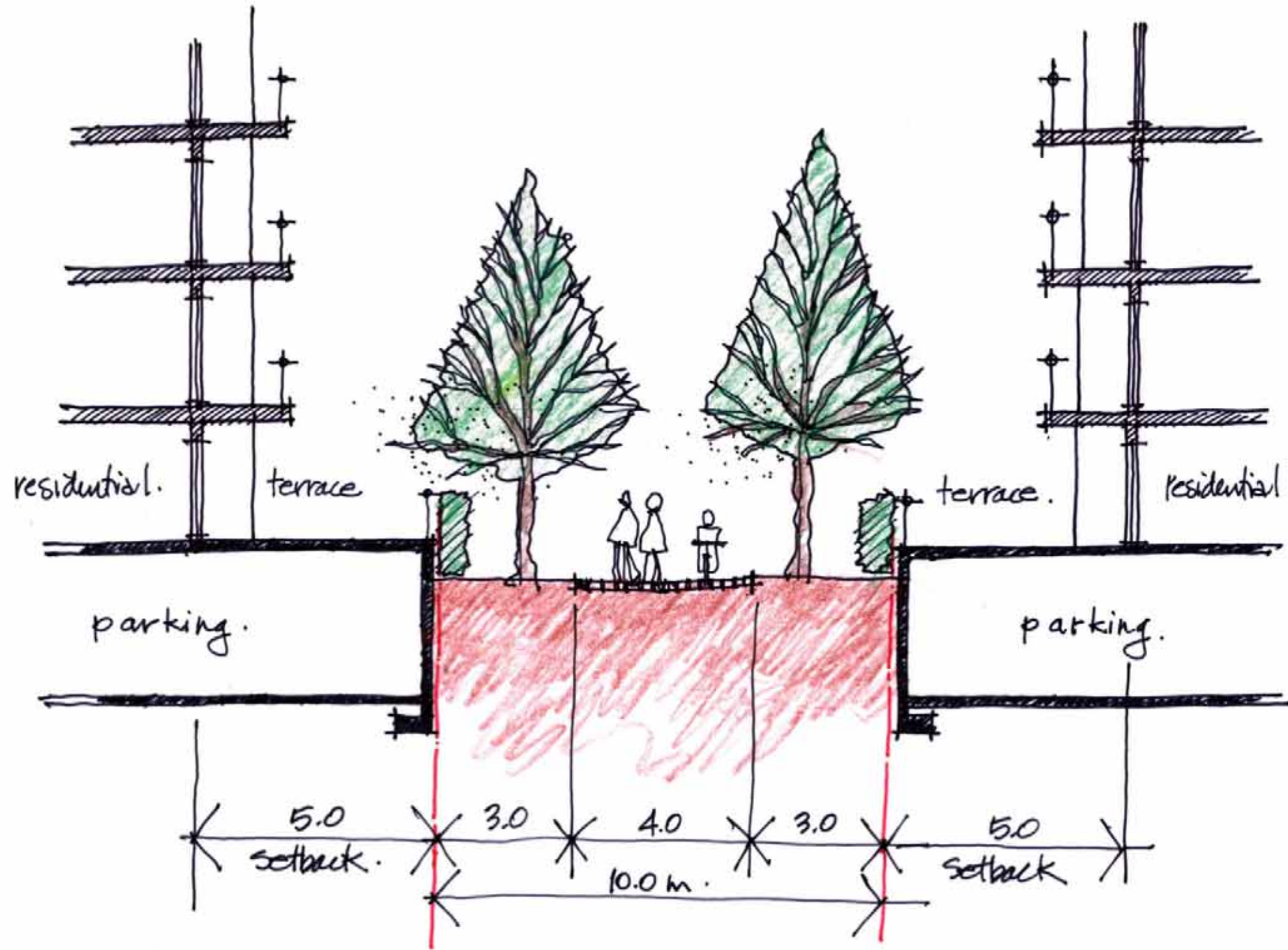
VILLAGE STREET SECTION

SCHEDULE O



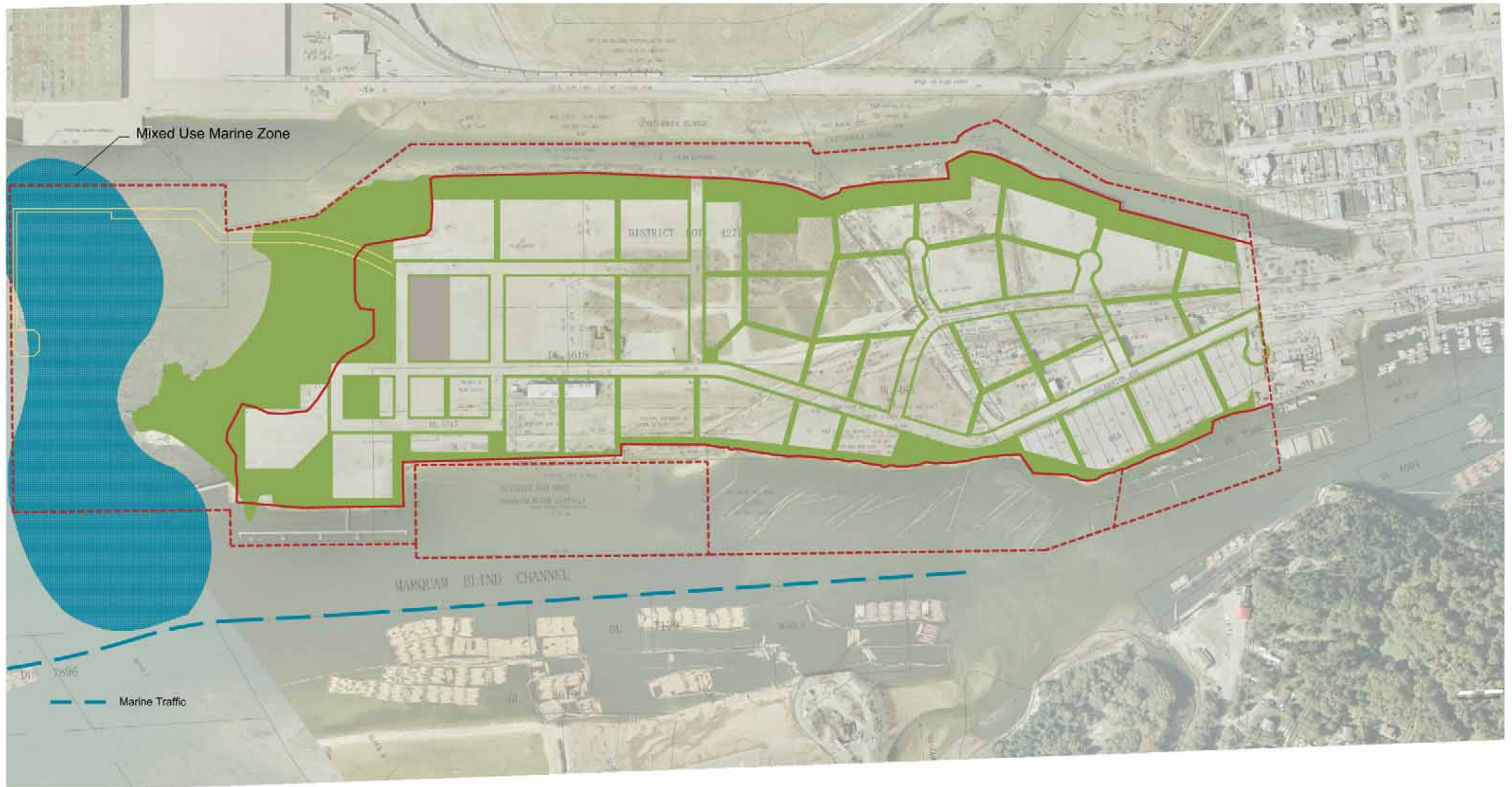
LOCAL STREET SECTION

SCHEDULE P



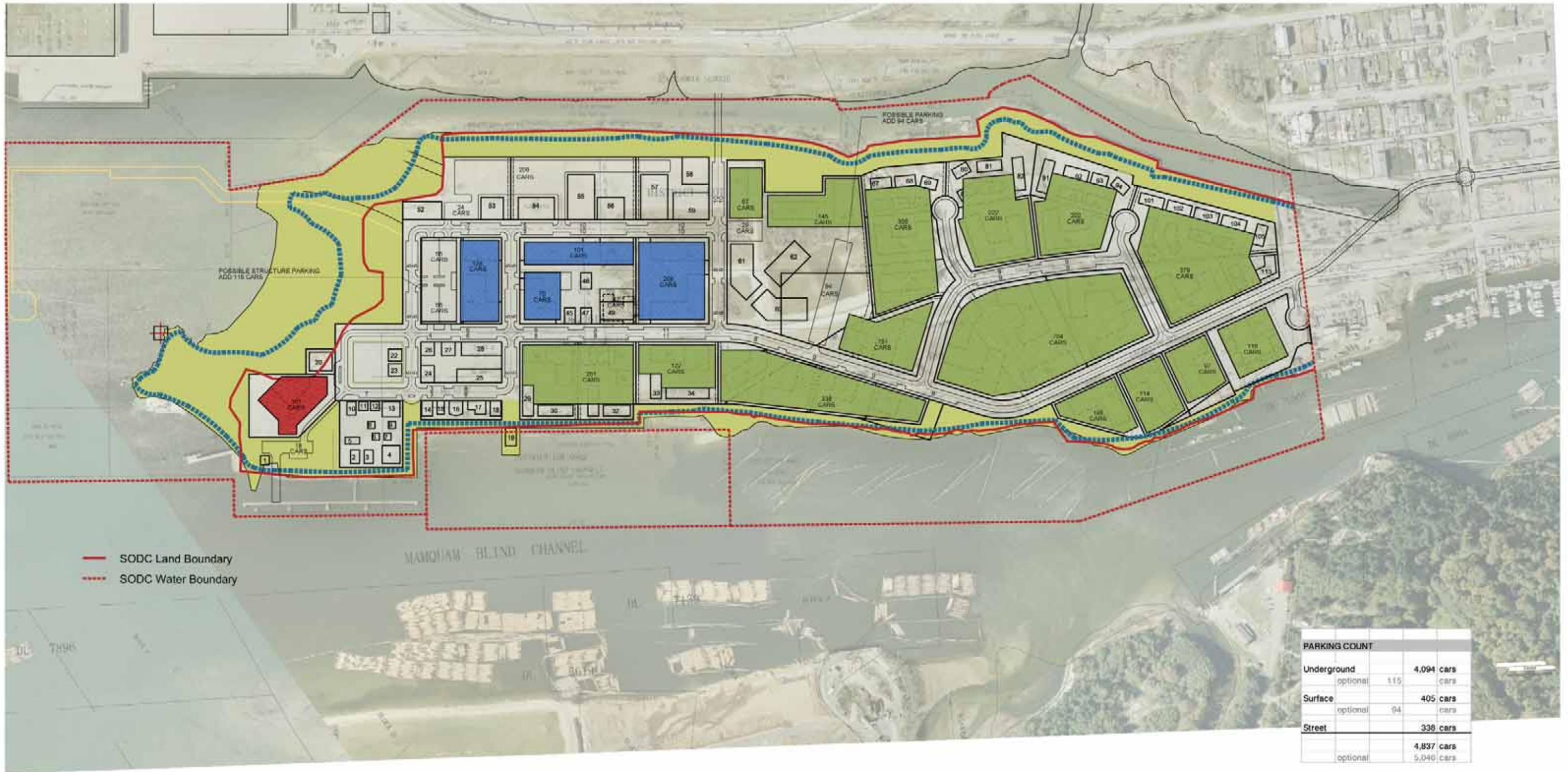
GREEN STREET SECTION

SCHEDULE Q



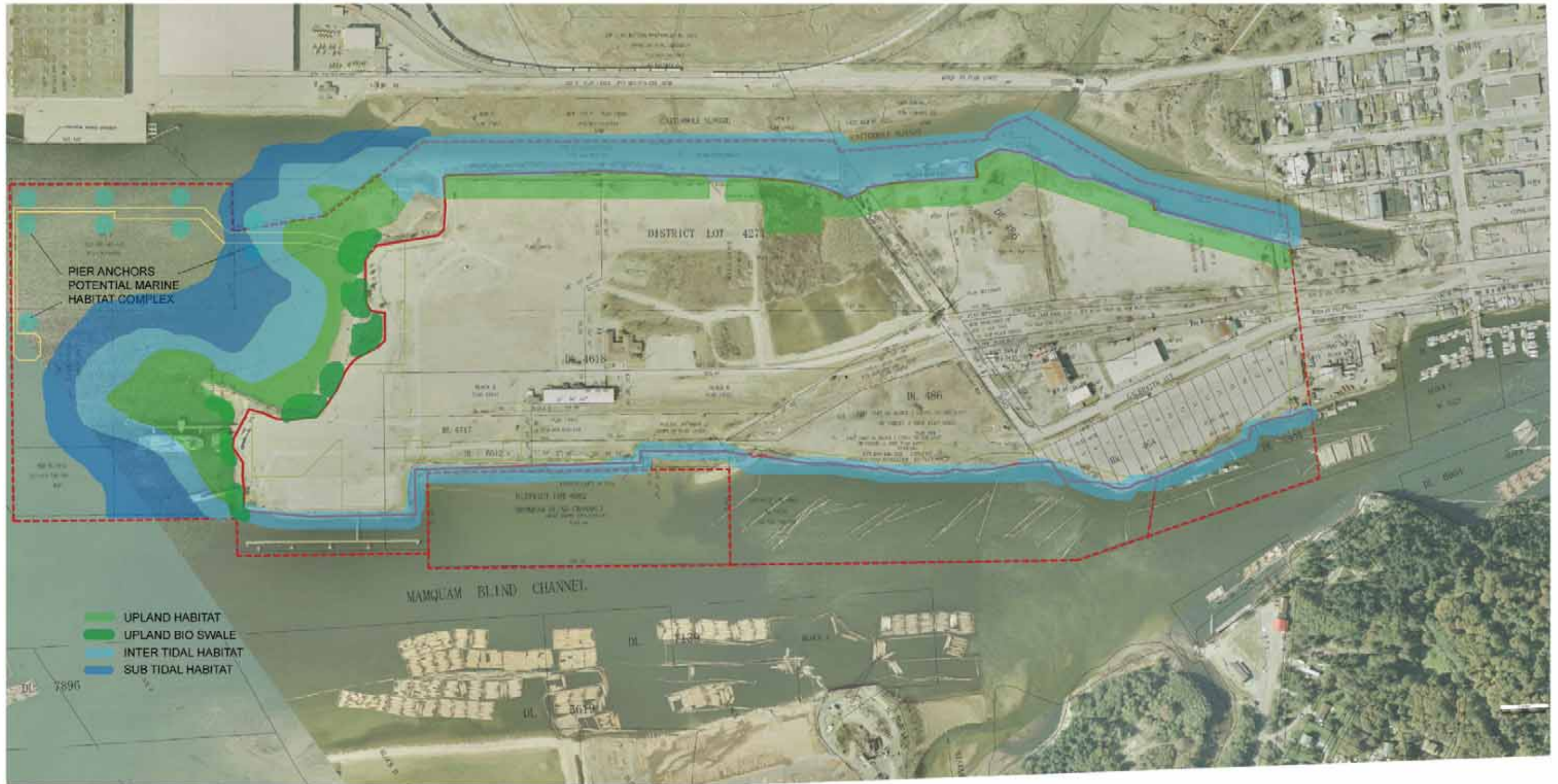
MARINE CORRIDORS

SCHEDULE R



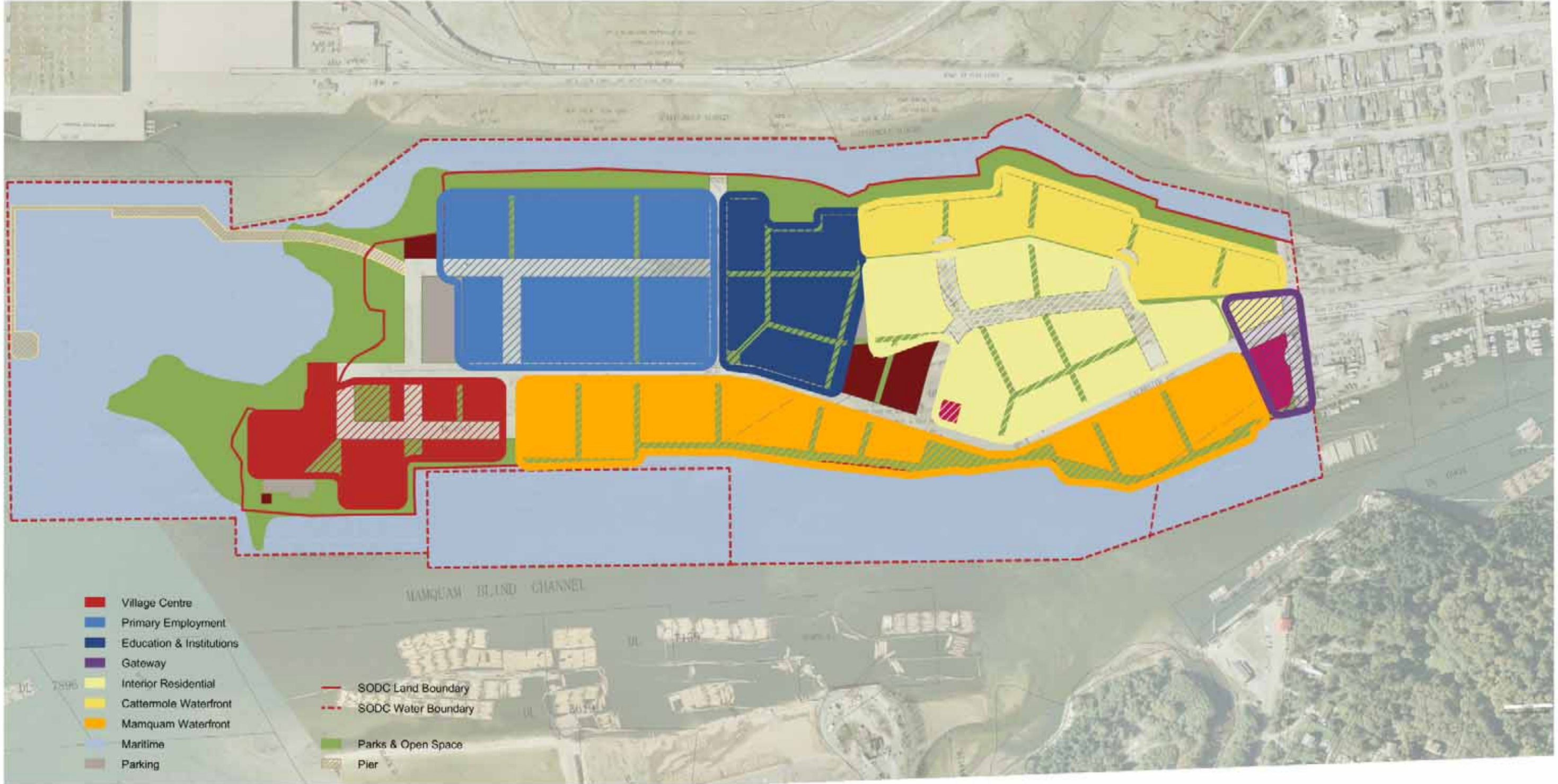
PARKING PLAN

SCHEDULE S



HABITAT ENHANCEMENT PLAN

SCHEDULE T

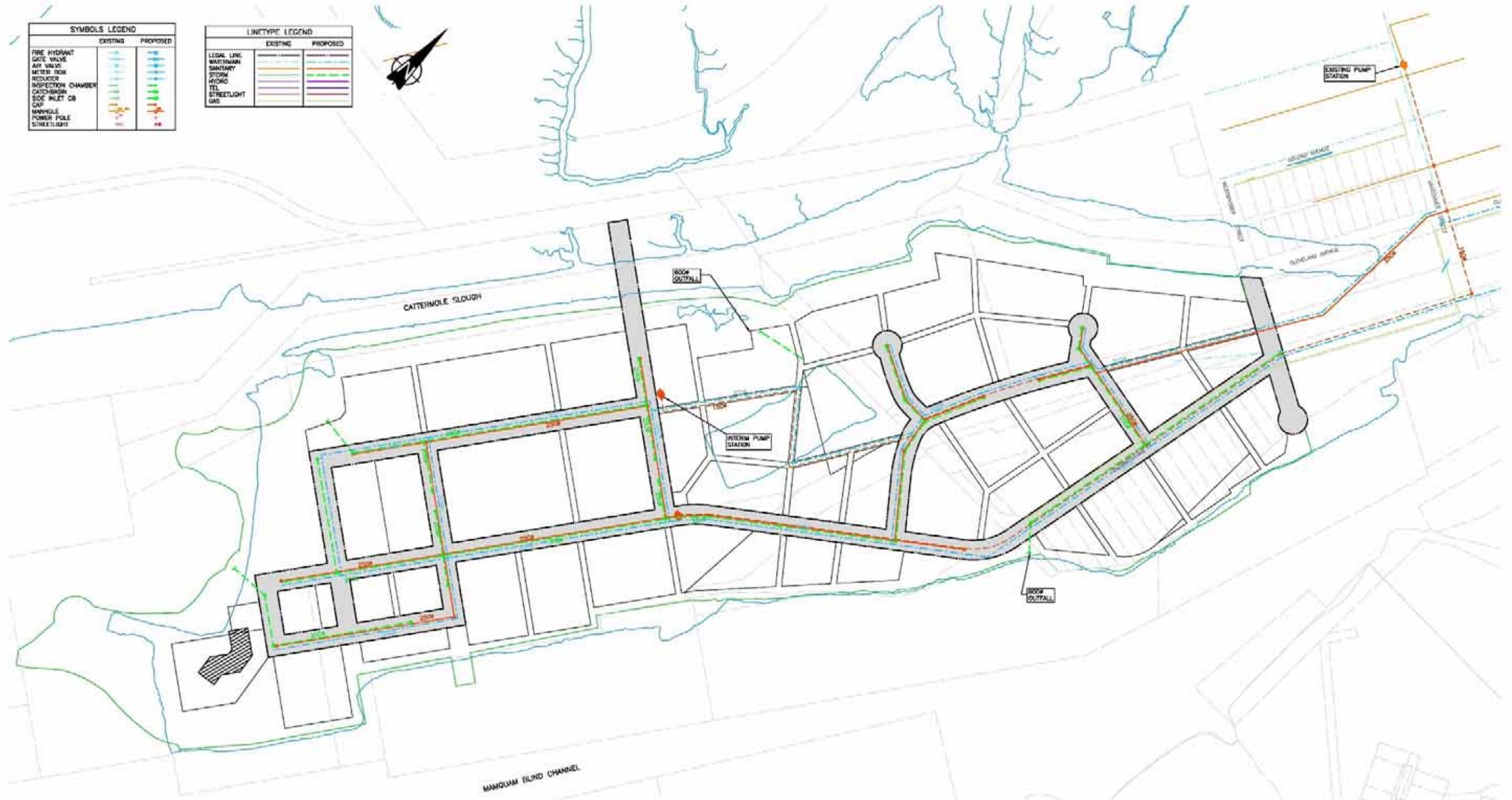


DEVELOPMENT PERMIT AREAS

SCHEDULE U

SYMBOLS LEGEND		
	EXISTING	PROPOSED
FIRE HYDRANT		
GATE VALVE		
AIR VALVE		
METER BOX		
REDUCER		
INSPECTION CHAMBER		
CATCH-BASIN		
SIDE INLET CB		
CAP		
MANHOLE		
POWER POLE		
STREETLIGHT		

LINETYPE LEGEND		
	EXISTING	PROPOSED
LEGAL LINE		
WASTEWATER		
SANITARY		
STORM		
HYDRO		
TEL		
STREETLIGHT		
GAS		



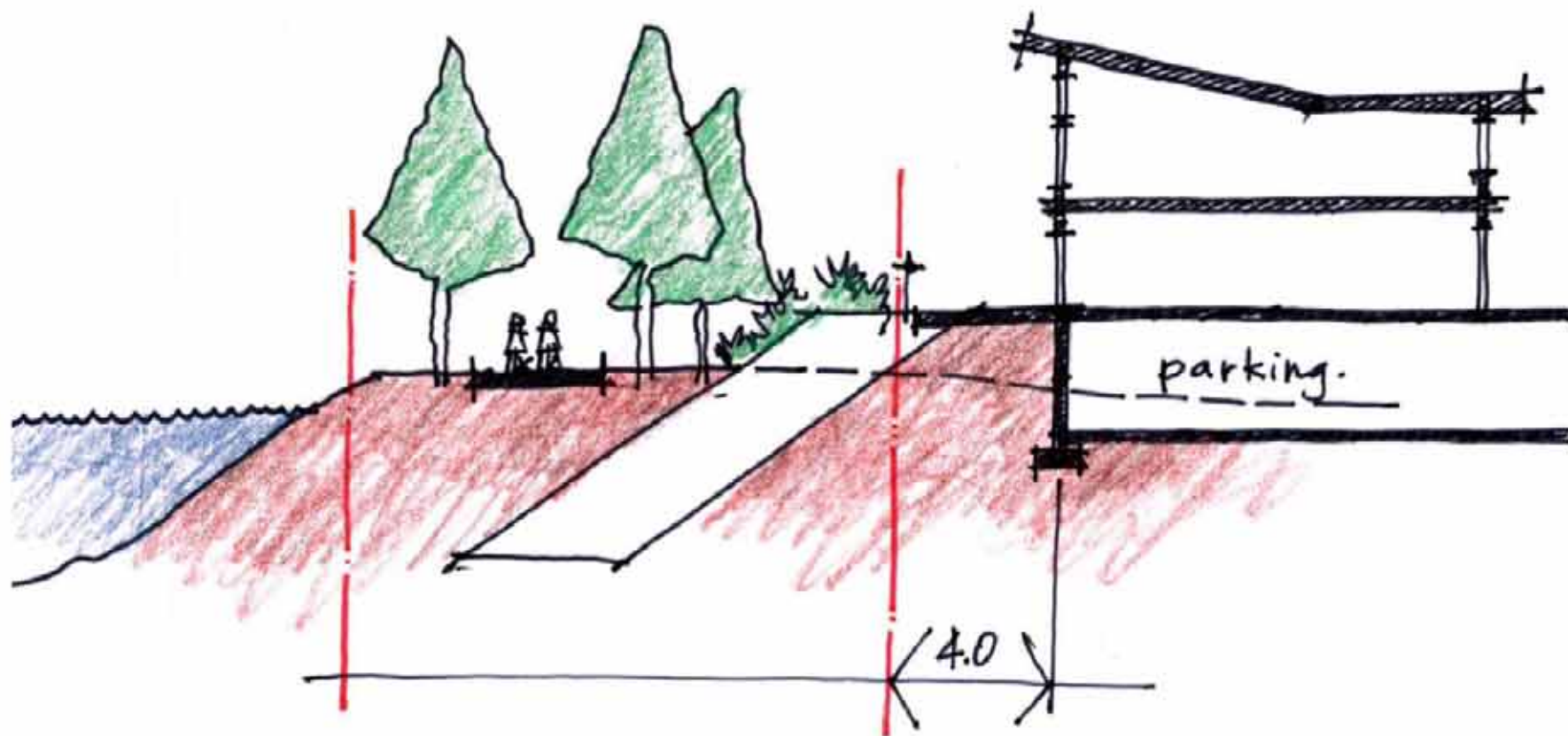
SITE INFRASTRUCTURE PLAN

SCHEDULE V

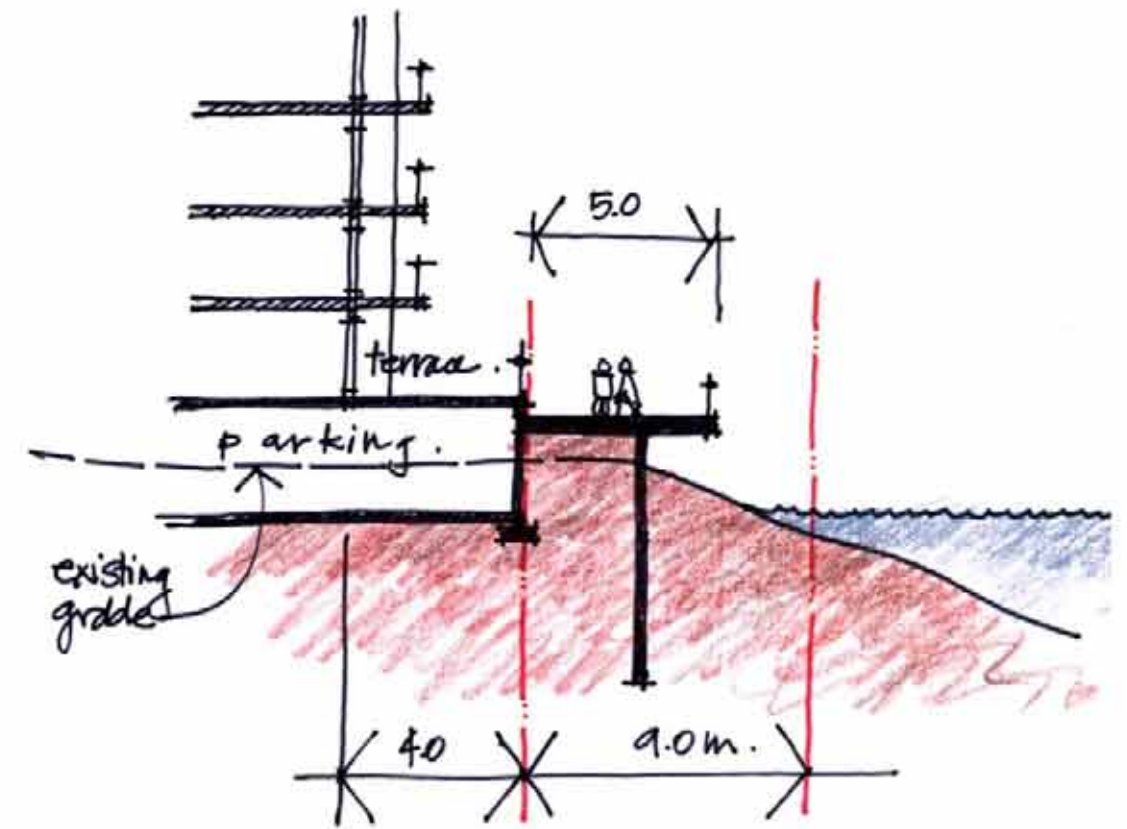


SITE GRADING PLAN

SCHEDULE W



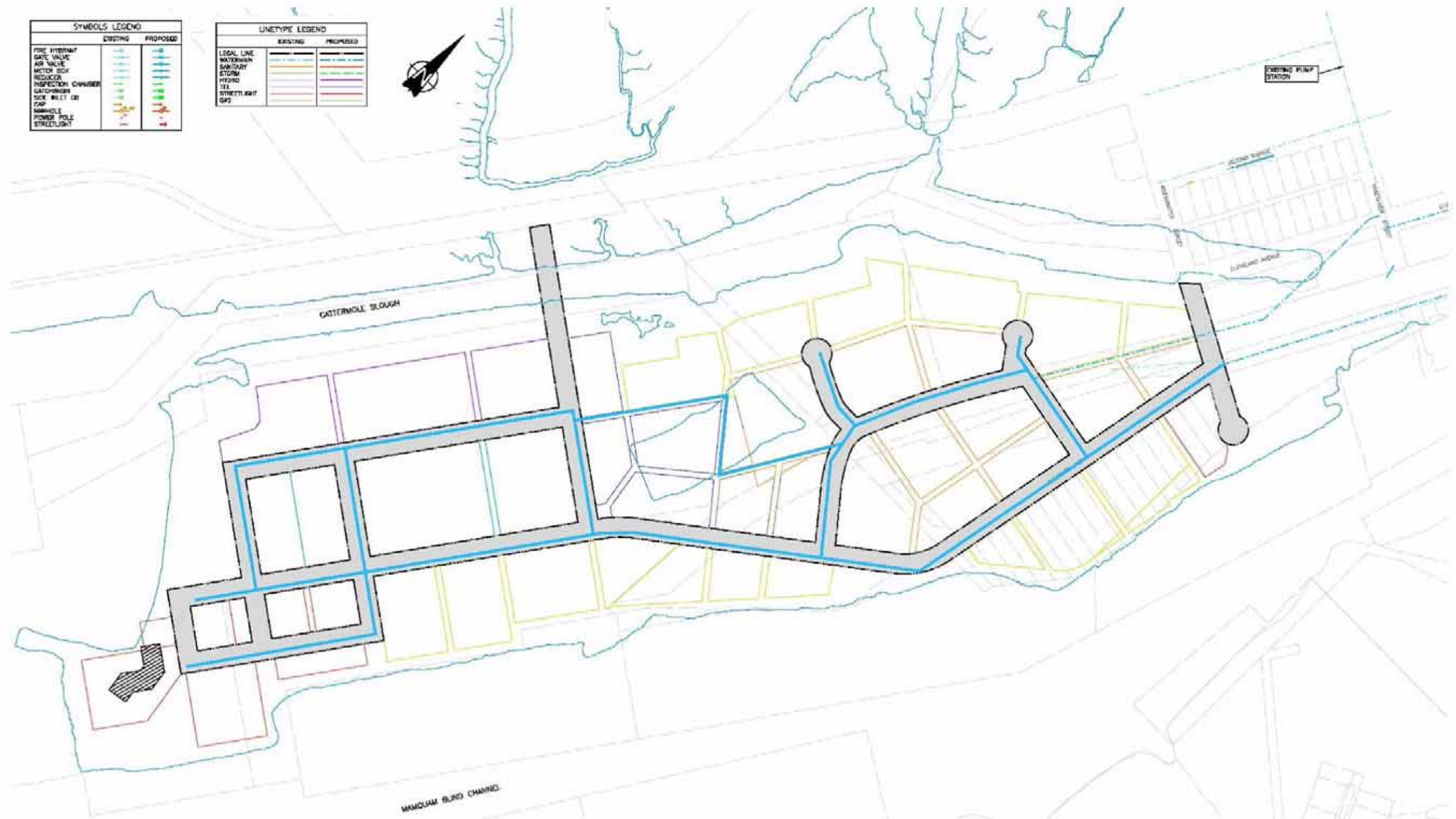
**FORESHORE & OCEAN
WALK SECTIONS**



SCHEDULE X

SYMBOLS LEGEND		
	EXISTING	PROPOSED
FIRE HYDRANT		
GATE VALVE		
AIR VALVE		
METER BOX		
REDUCER		
INSPECTION CHAMBER		
CATCHING		
SOX BUILT ON		
ZIP		
MANHOLE		
POWER POLE		
STREETLIGHT		

LINETYPE LEGEND		
	EXISTING	PROPOSED
LEGAL LINE		
WATERMAIN		
SANITARY		
STORM		
HYDR		
TEL		
STREETLIGHT		
GAS		

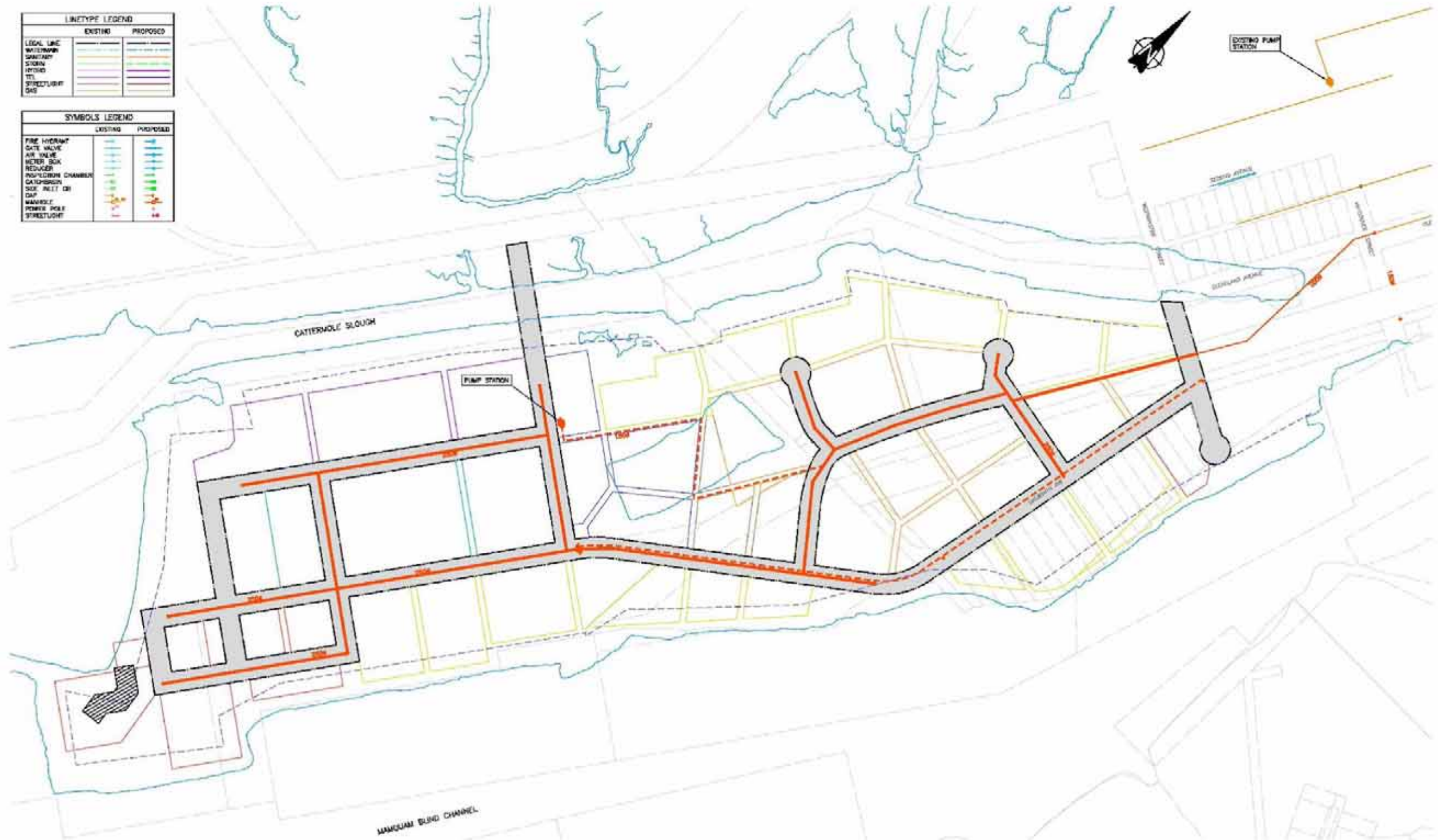


SITE WATER PLAN

SCHEDULE Y

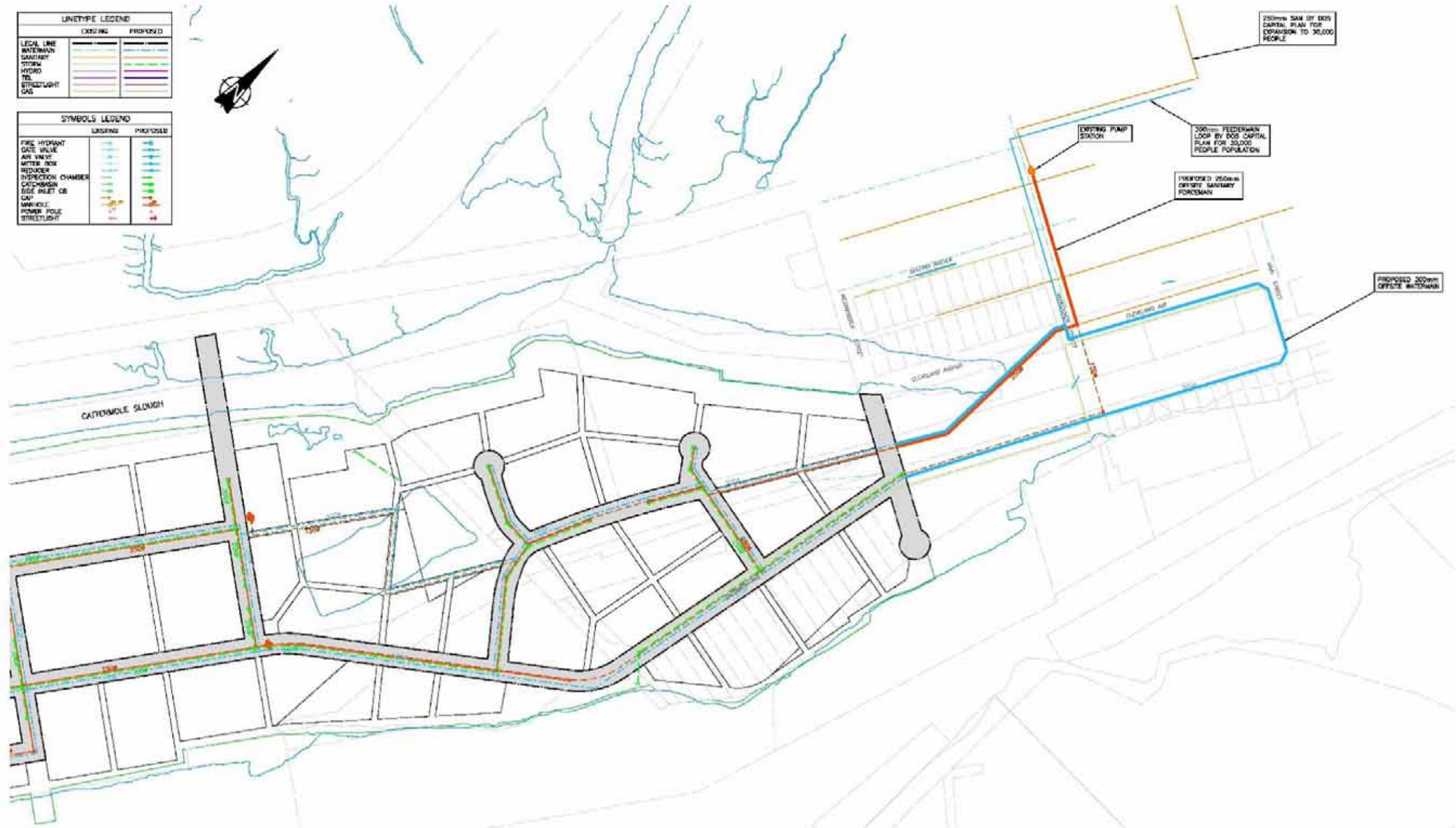
LINETYPE LEGEND	
EXISTING	PROPOSED
LEGAL LINE	---
WATERMAIN	---
SEWER	---
STORM	---
UTILITY	---
STREETLIGHT	---
GAS	---

SYMBOLS LEGEND	
EXISTING	PROPOSED
FIRE HYDRANT	●
GATE VALVE	○
AIR VALVE	○
METER BOX	○
REDUCER	○
POPULATION CHAMBER	○
CATCHER	○
SOX HOLE (S)	○
MANHOLE	○
POWER POLE	○
STREETLIGHT	○



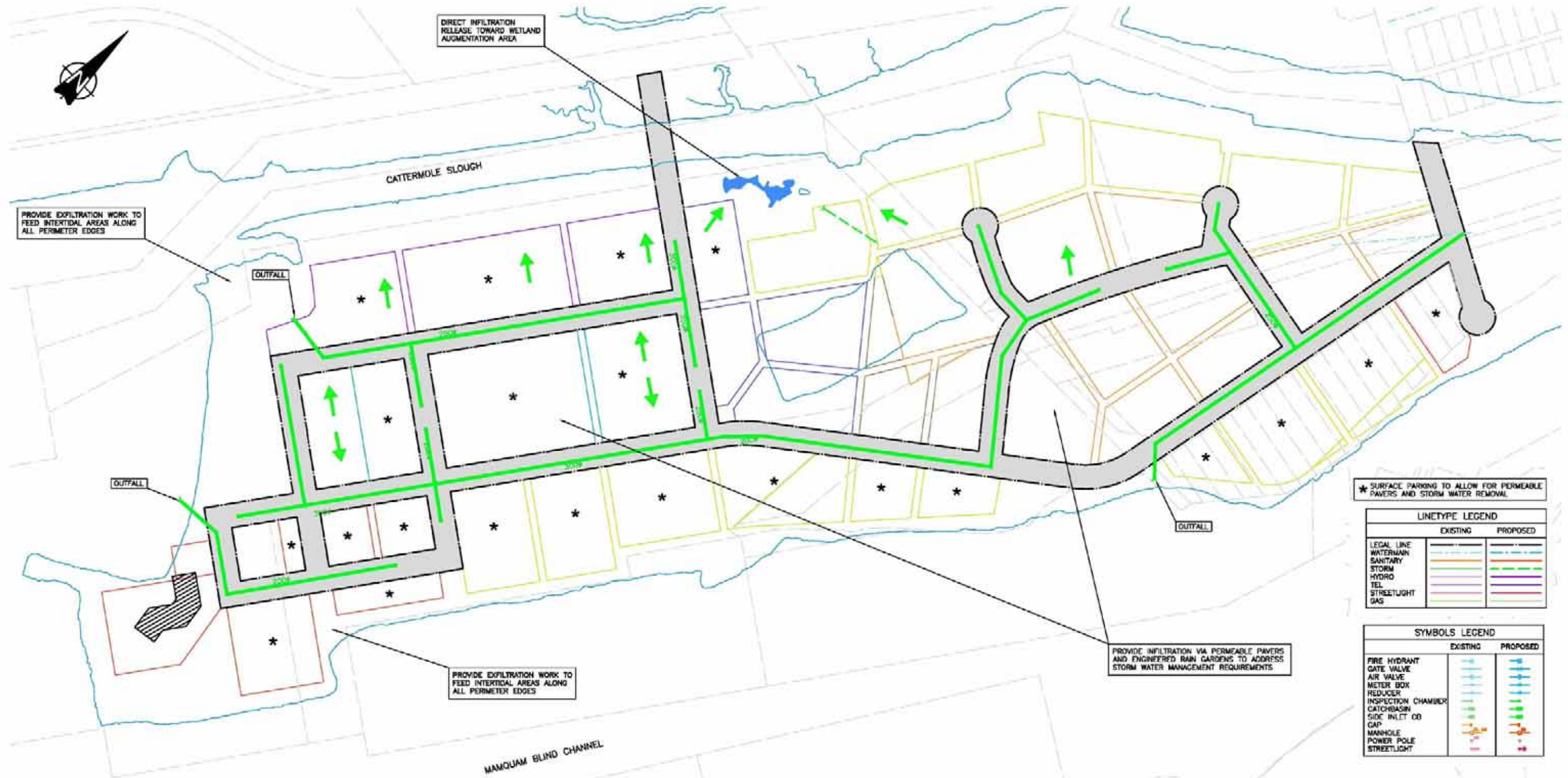
SITE SEWER PLAN

SCHEDULE Z



OFF SITE INFRASTRUCTURE PLAN

SCHEDULE AA



* SURFACE PARKING TO ALLOW FOR PERMEABLE PAVERS AND STORM WATER REMOVAL

LINETYPE LEGEND	
EXISTING	PROPOSED
LEGAL LINE	---
WATERMAIN	---
SANITARY	---
STORM	---
HYDRO	---
TEL	---
STREETLIGHT	---
GAS	---

SYMBOLS LEGEND	
EXISTING	PROPOSED
FIRE HYDRANT	+
GATE VALVE	+
AIR VALVE	+
METER BOX	+
REDUCER	+
INSPECTION CHAMBER	+
CATCHBASIN	+
SIDE INLET OD	+
GAP	+
MANHOLE	+
POWER POLE	+
STREETLIGHT	+

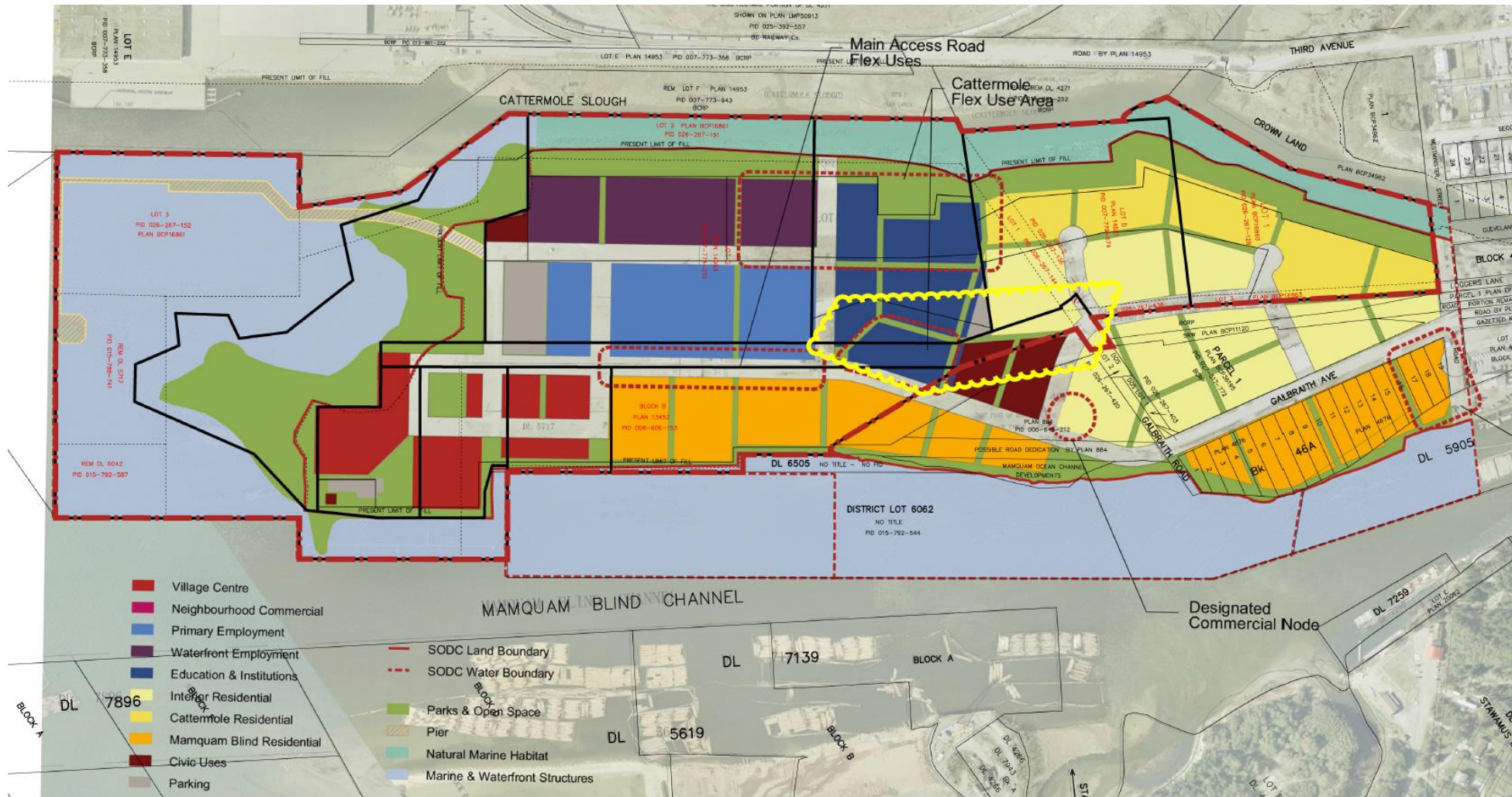
SITE STORM PLAN

SCHEDULE AB

DISTRICT OF SQUAMISH

SCHEDULE "AC"

District of Squamish OCP Bylaw 2100, 2009, Amendment Bylaw (Squamish Oceanfront Peninsula Sub Area Plan) No. 2385, 2015

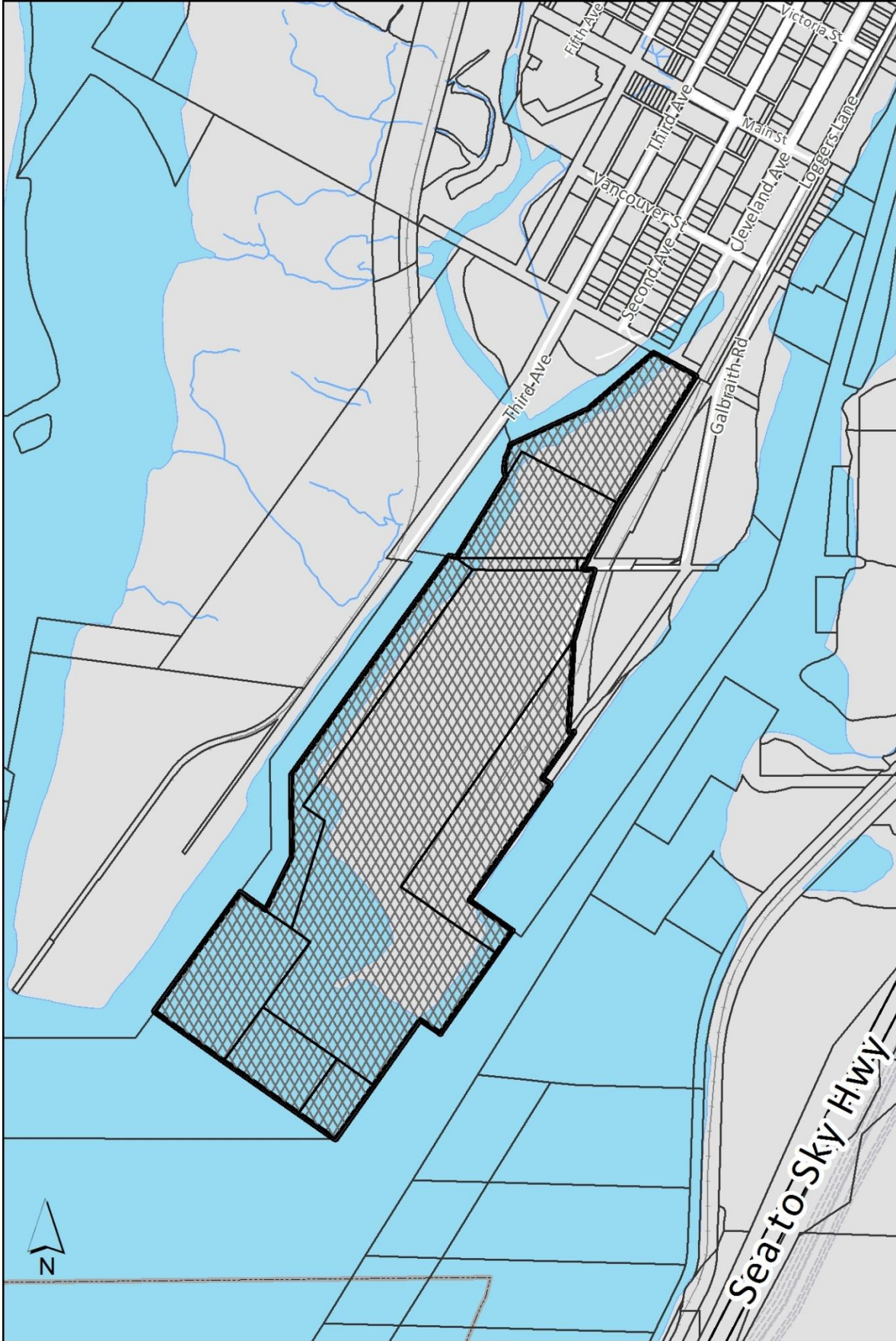


DISTRCT OF SQUAMISH

SCHEDULE "AD"

District of Squamish Zoning Bylaw No. 2200, 2011, Amendment Bylaw (Comprehensive Development Zone No. 69 - Squamish Oceanfront) No. 2386, 2015

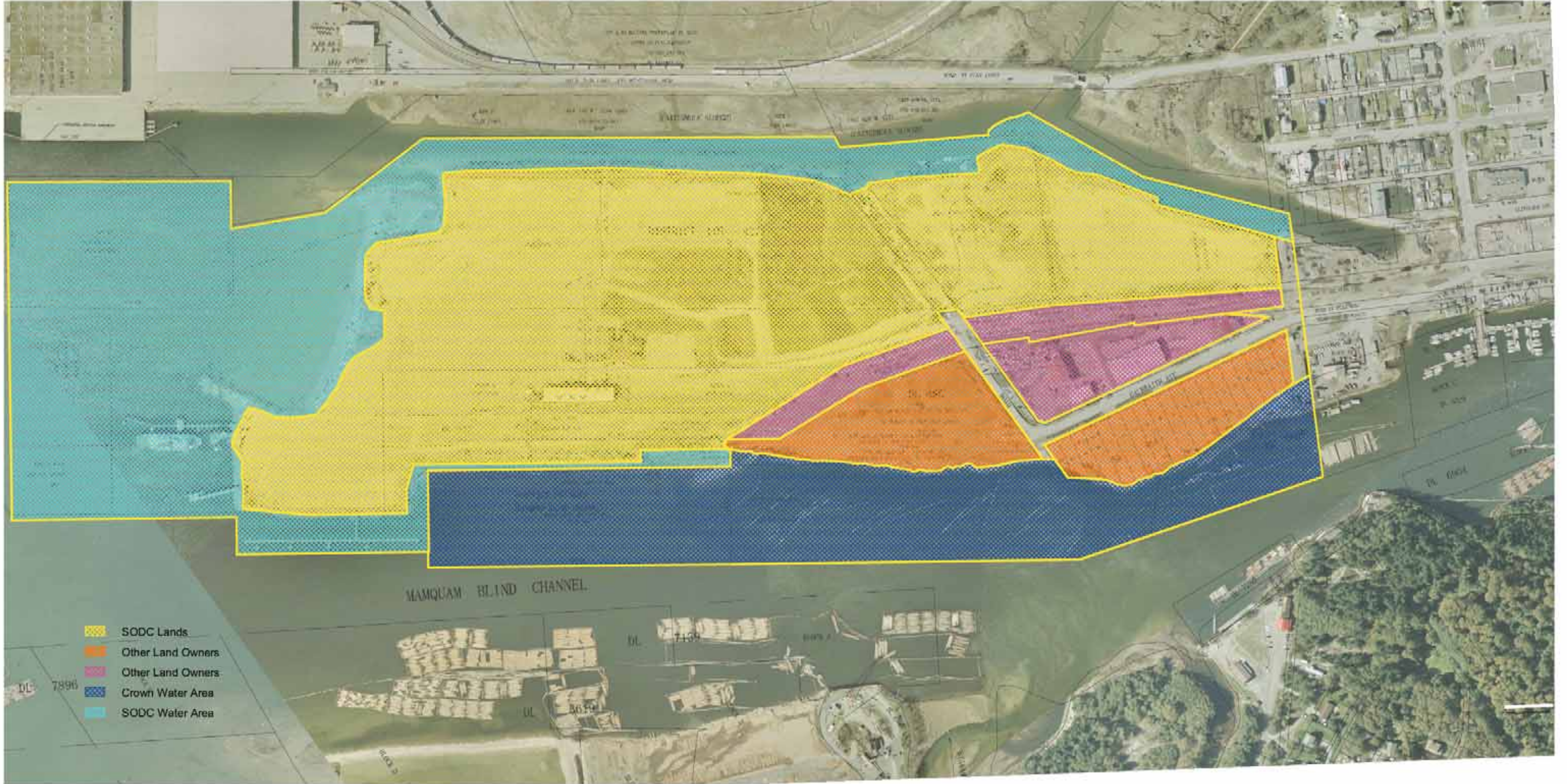
The Subject Lands are the Oceanfront Lands





CONTEXT PLAN

SCHEDULE A



OWNERSHIP PLAN

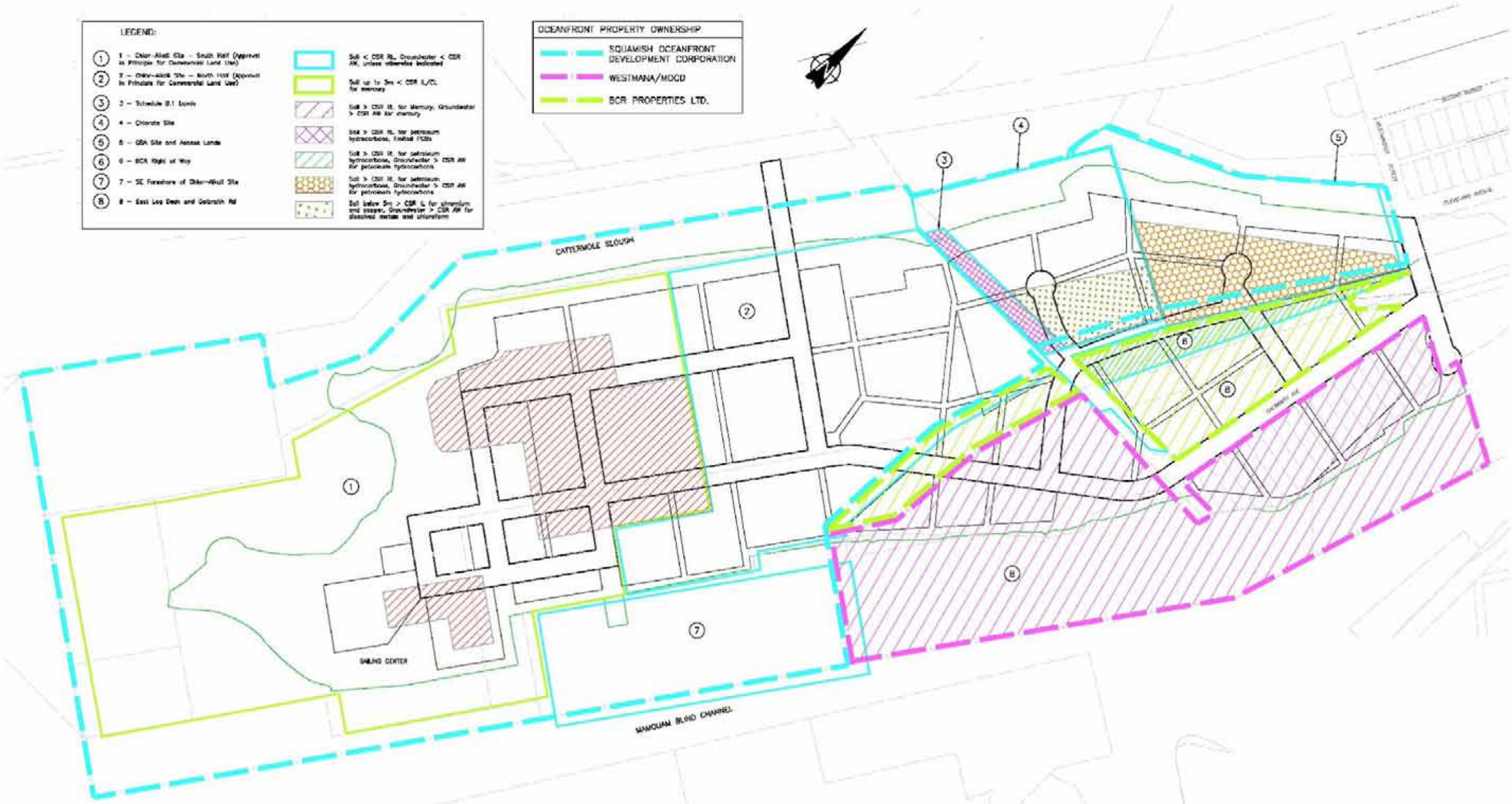
SCHEDULE B

LEGEND:

①	1 - Chlor-Alkali Site - South Half (Approval in Principle for Commercial Land Use)		Soil < CSR RL, Groundwater < CSR AW, unless otherwise indicated
②	2 - Chlor-Alkali Site - North Half (Approval in Principle for Commercial Land Use)		Soil up to 5m < CSR L/CL for mercury
③	3 - Schedule B1 Lots		Soil > CSR RL for Mercury, Groundwater > CSR AW for mercury
④	4 - Chlorate Site		Soil > CSR RL for petroleum hydrocarbons, Total PCBs
⑤	5 - O&A Site and Access Lands		Soil > CSR RL for petroleum hydrocarbons, Groundwater > CSR AW for petroleum hydrocarbons
⑥	6 - BCR Right of Way		Soil > CSR RL for petroleum hydrocarbons, Groundwater > CSR AW for petroleum hydrocarbons
⑦	7 - SE Foreshore of Chlor-Alkali Site		Soil > CSR RL for petroleum hydrocarbons, Groundwater > CSR AW for petroleum hydrocarbons
⑧	8 - East Lee Deck and Gehlbach Rd		Soil below 5m > CSR L for chromium and copper, Groundwater > CSR AW for dissolved metals and uranium

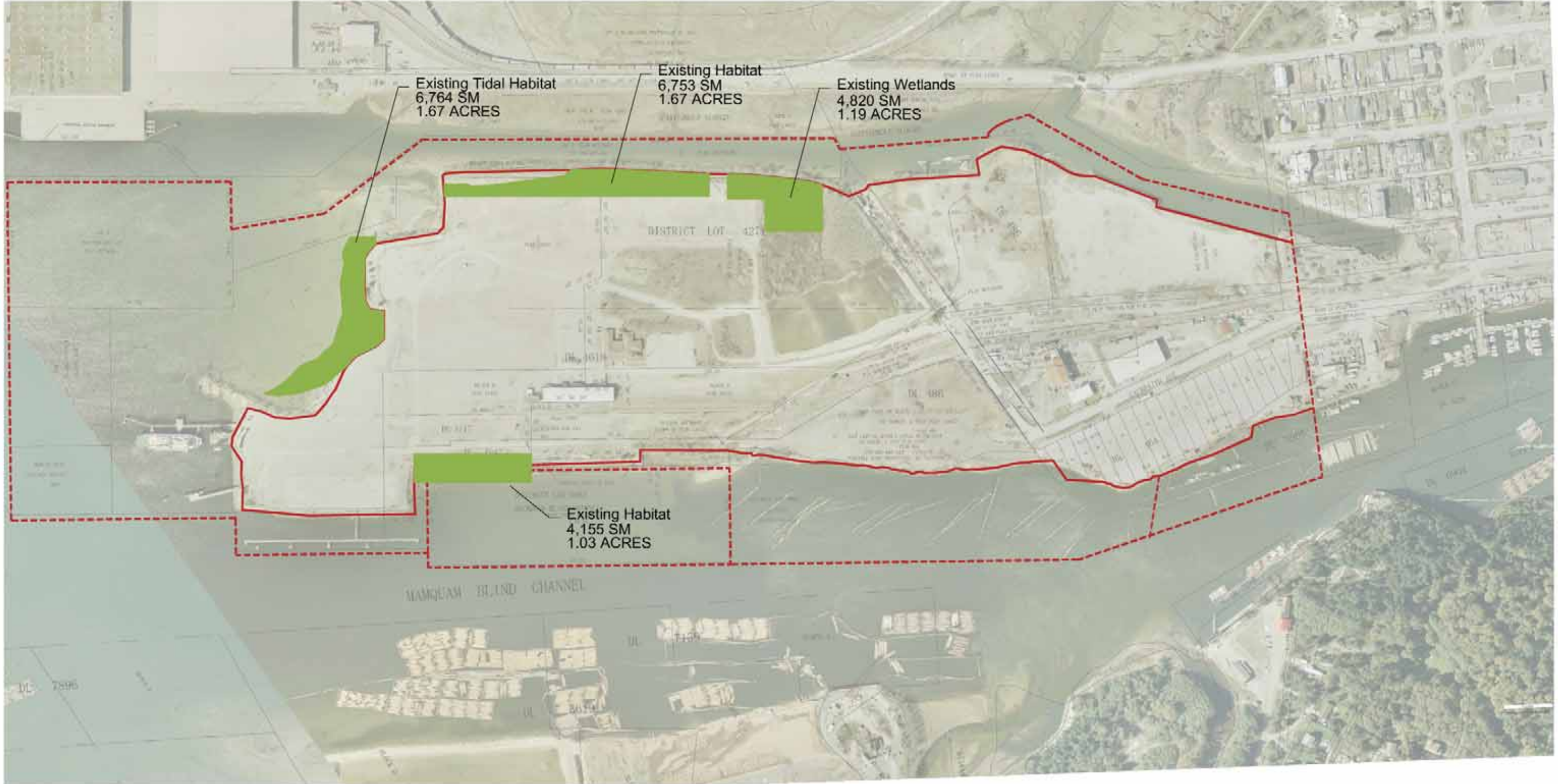
OCEANFRONT PROPERTY OWNERSHIP

	SQUAMISH OCEANFRONT DEVELOPMENT CORPORATION
	WESTMANA/MOCD
	BCR PROPERTIES LTD.



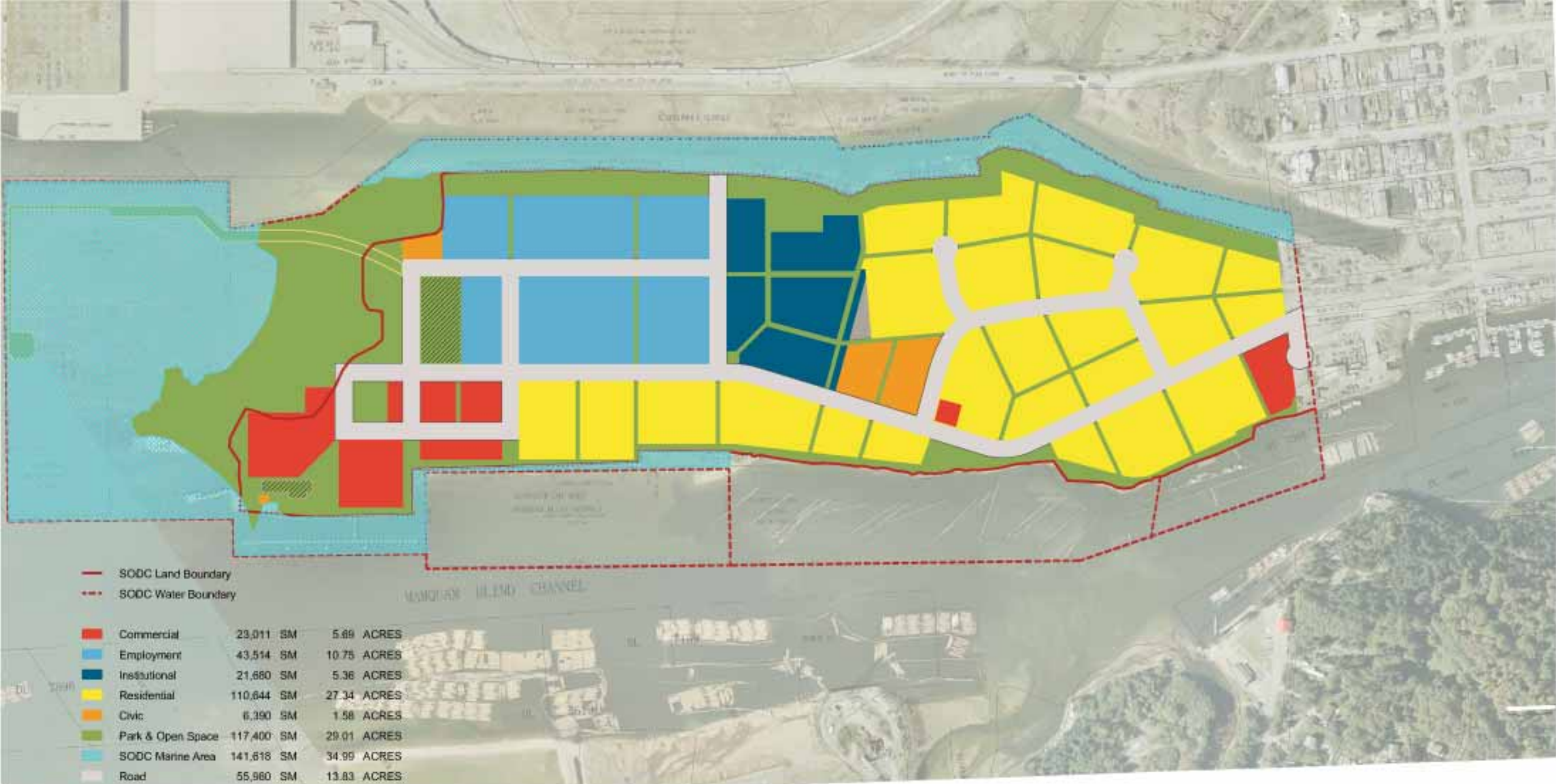
SOIL CONTAMINATION PLAN

SCHEDULE C



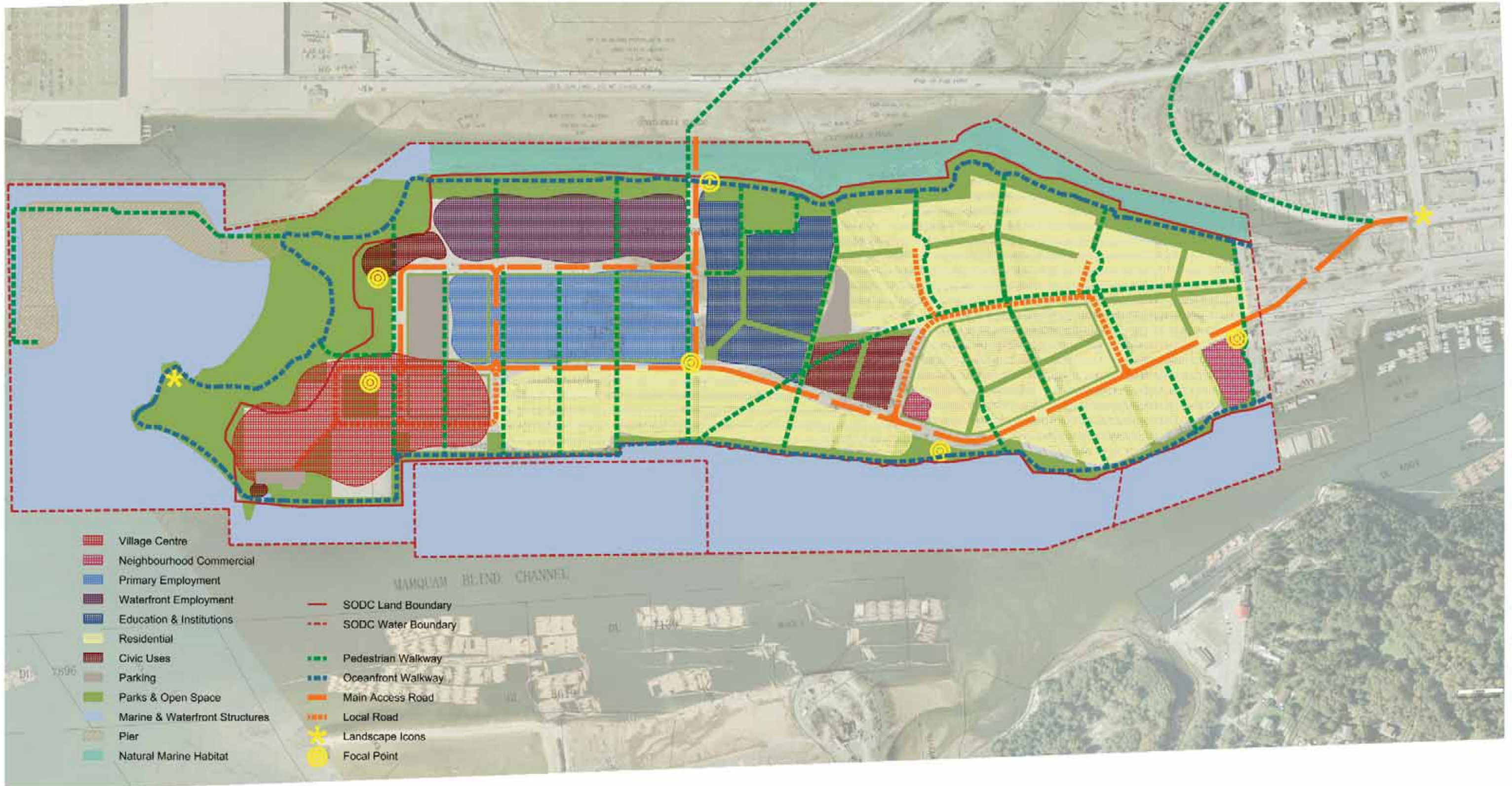
EXISTING HABITAT

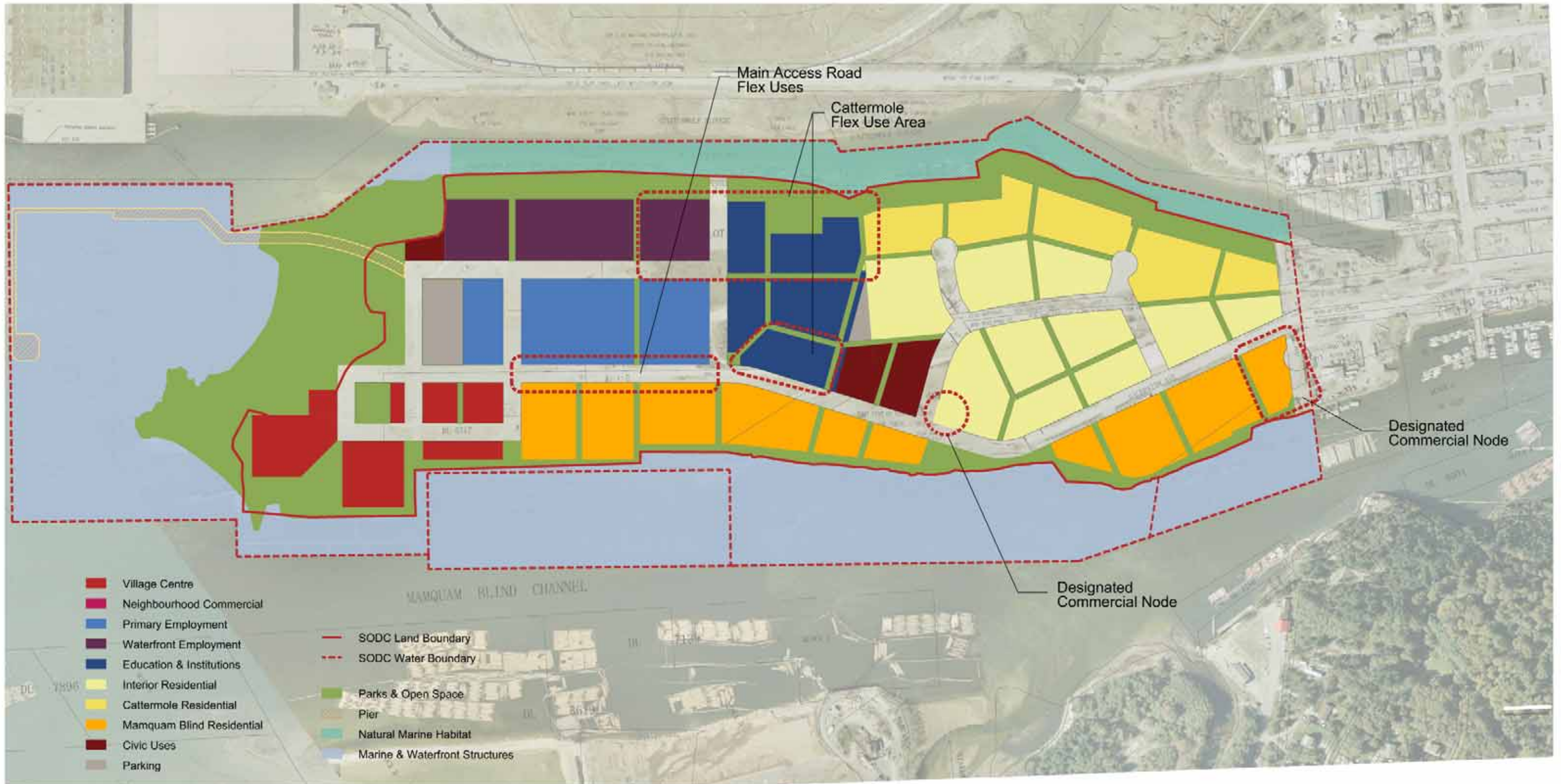
SCHEDULE D



SITE AREA BY USE

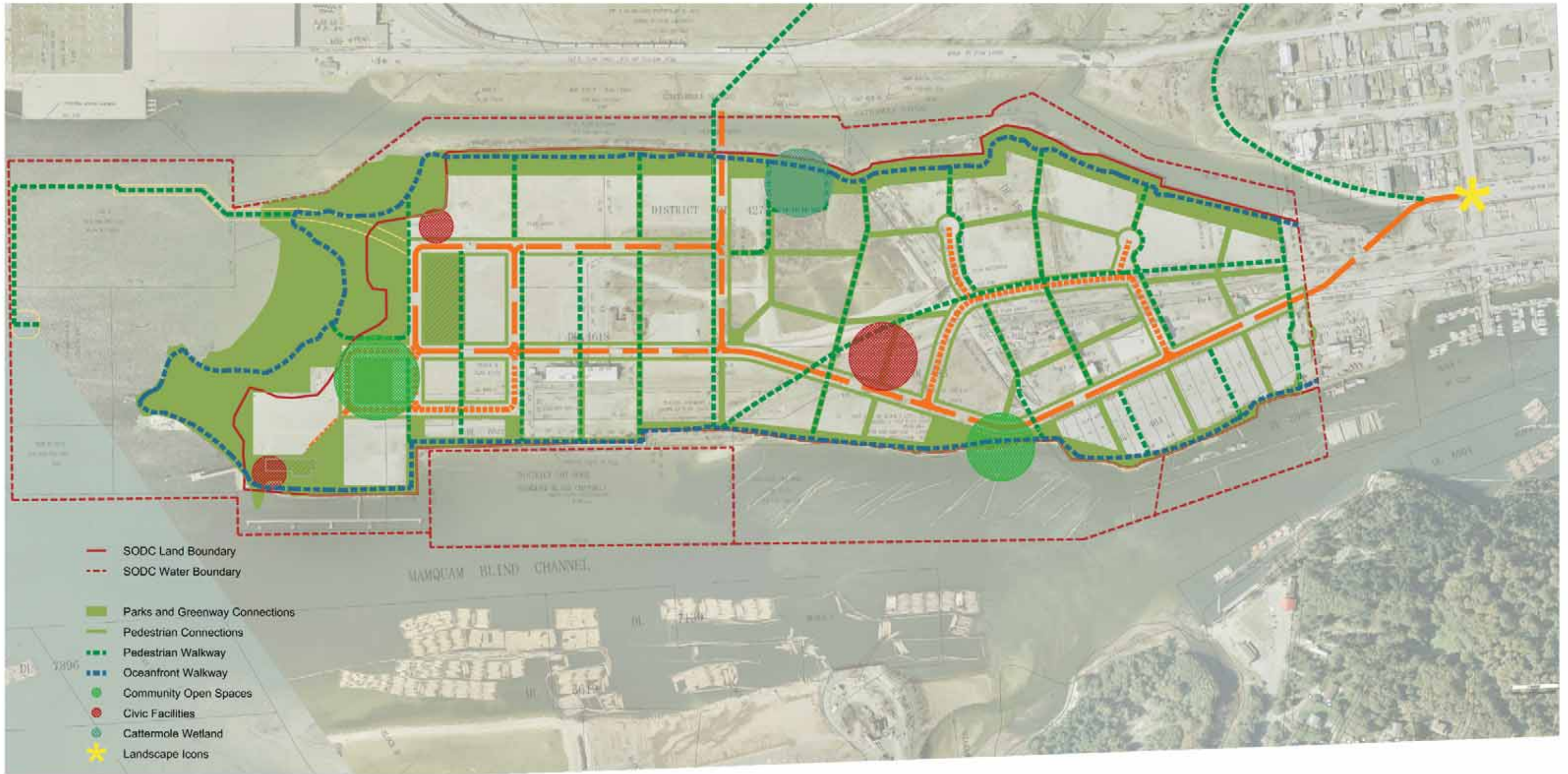
SCHEDULE E





LAND USE

SCHEDULE G



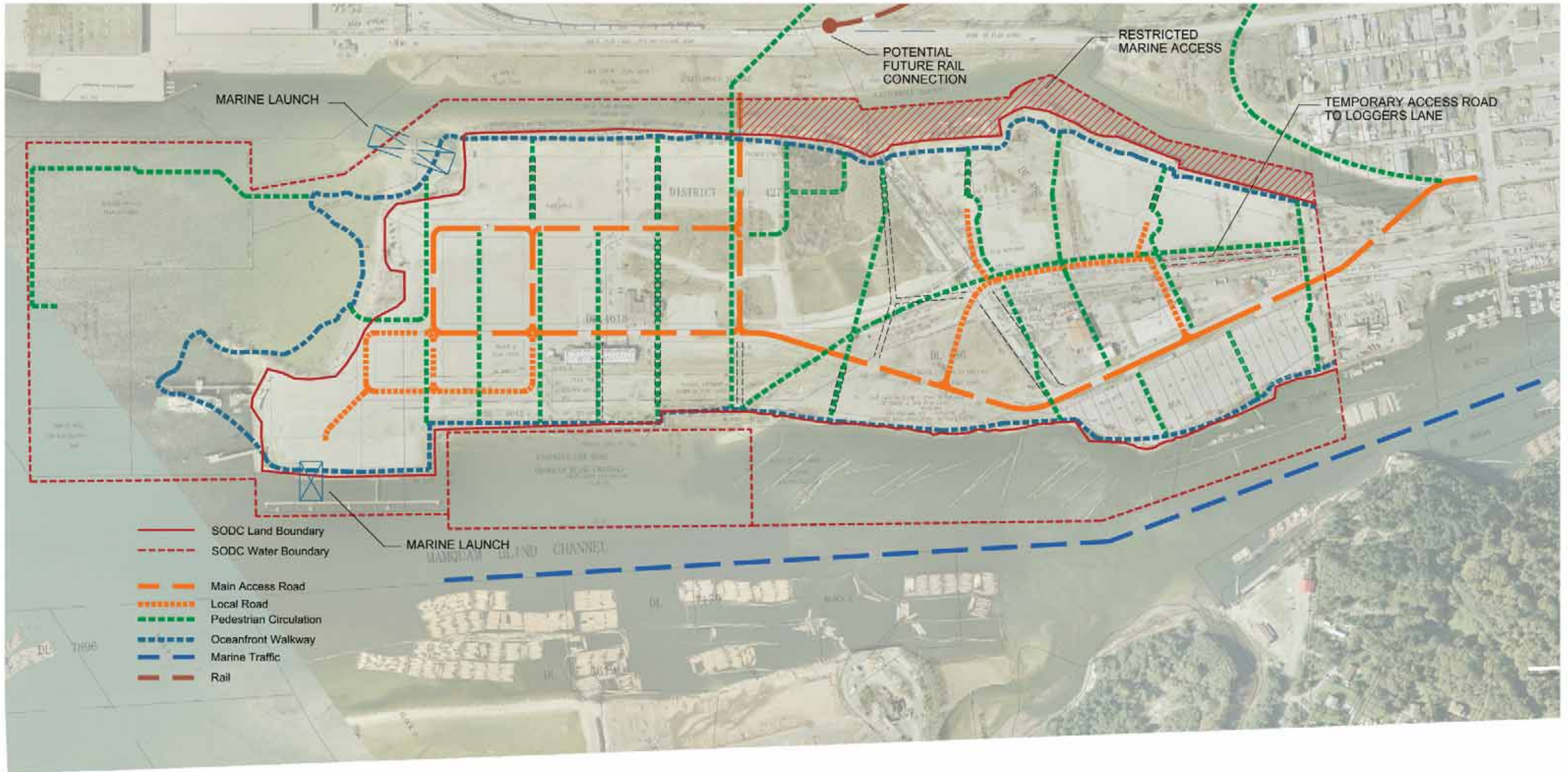
PARKS, PUBLIC SPACES & COMMUNITY FACILITIES

SCHEDULE H



BUILDINGS AND BUILT FORMS

SCHEDULE I



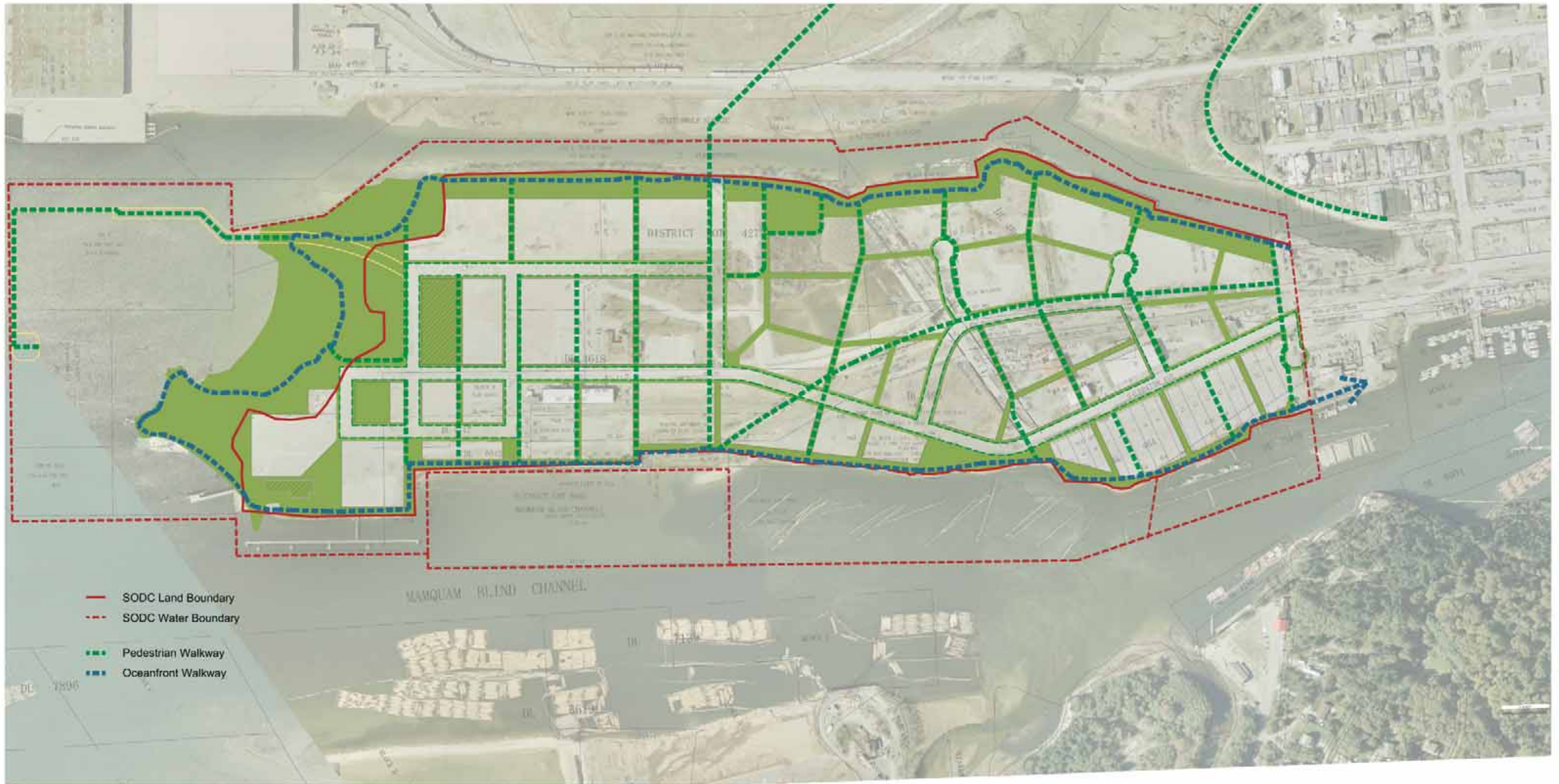
CIRCULATION PLAN

SCHEDULE J



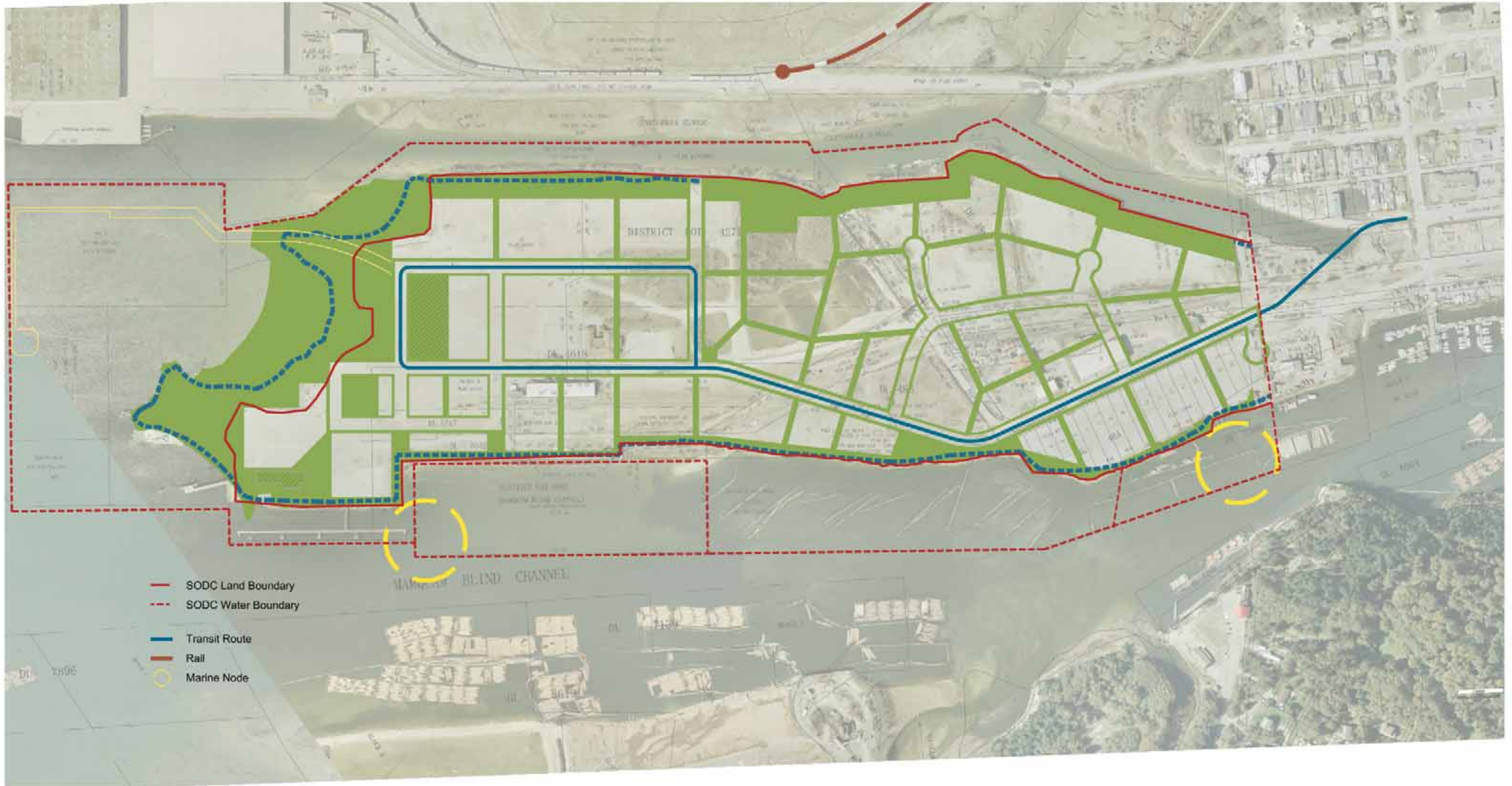
CYCLING ROUTE

SCHEDULE K



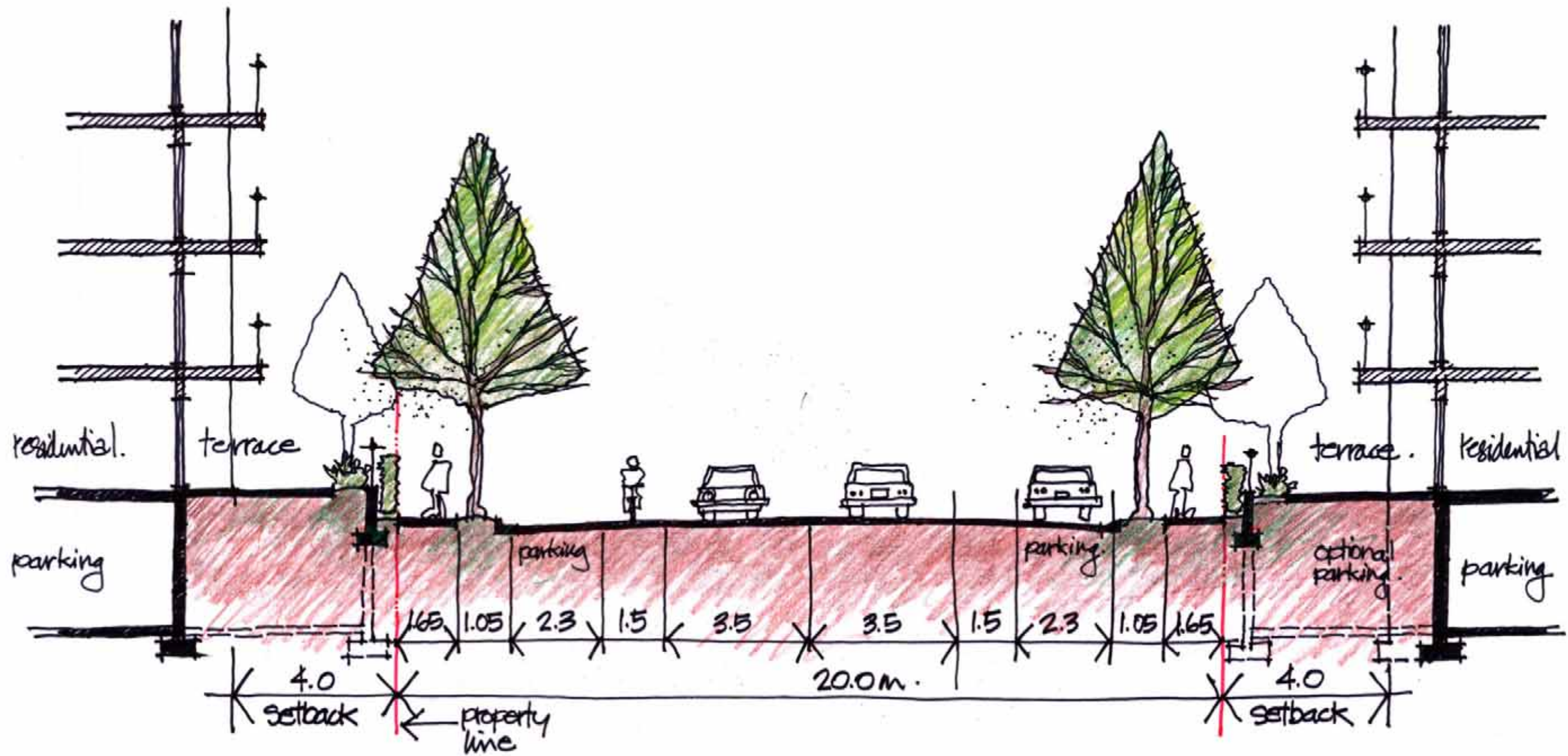
PEDESTRIAN CONNECTIONS

SCHEDULE L



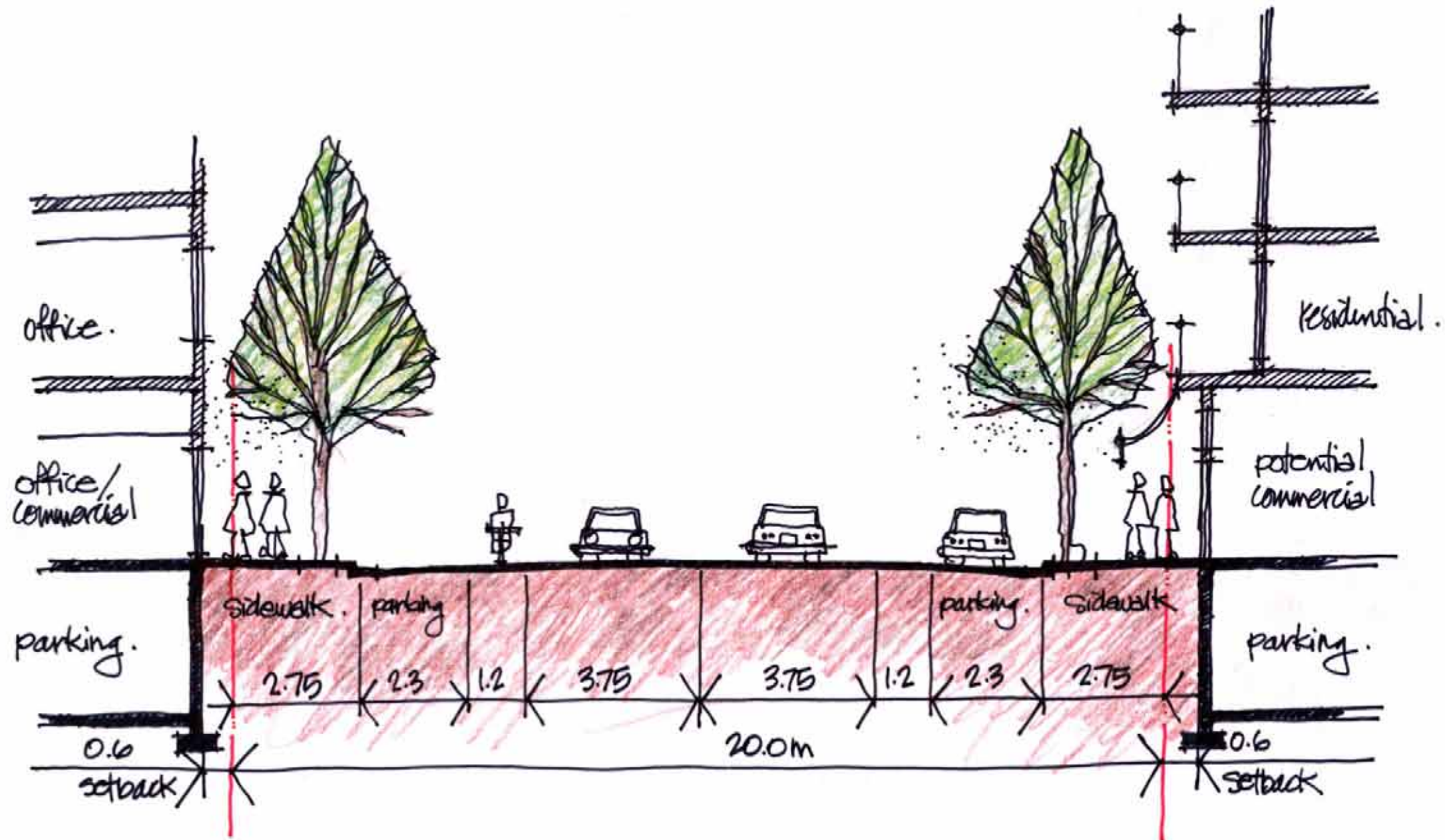
TRANSIT PLAN

SCHEDULE M



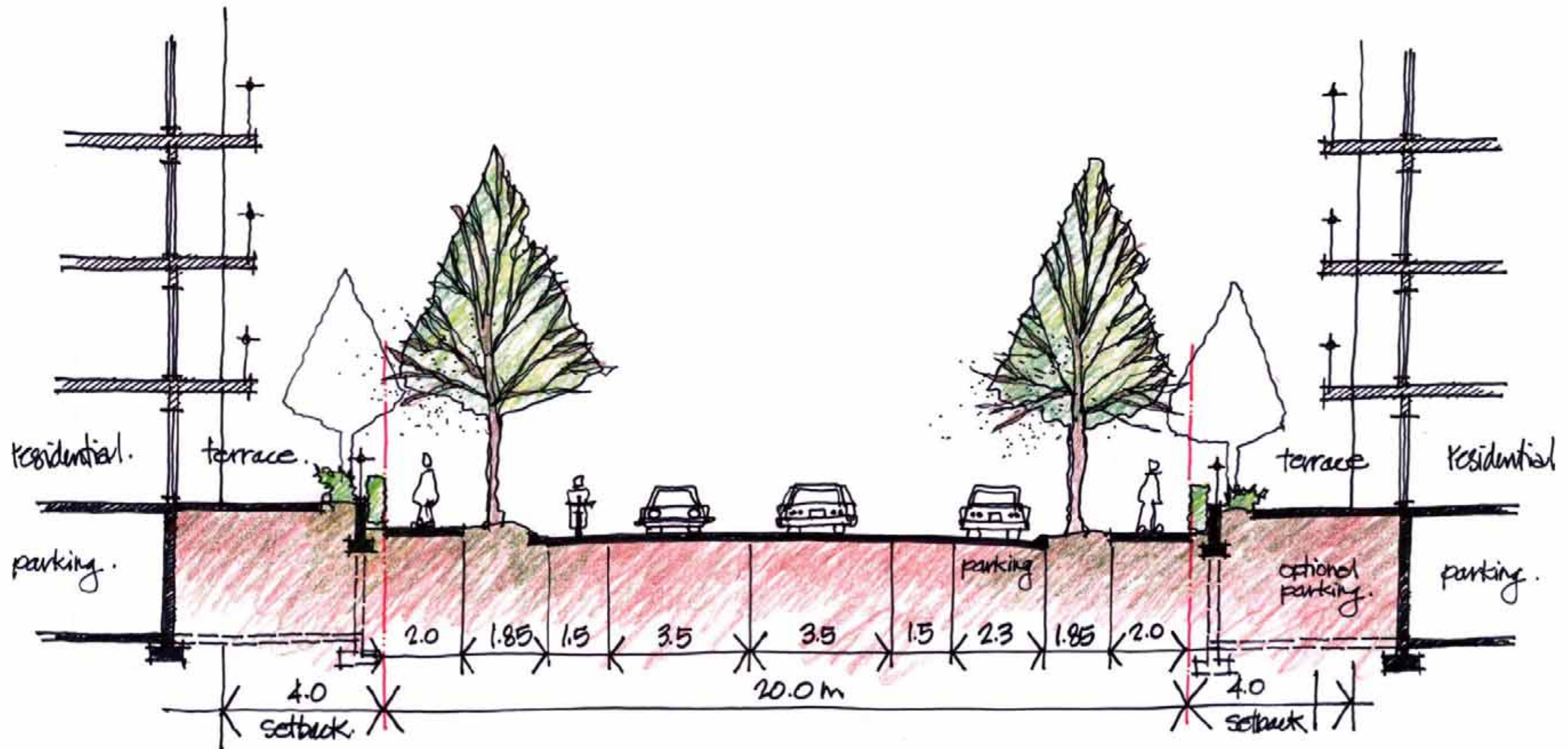
MAIN STREET SECTION

SCHEDULE N



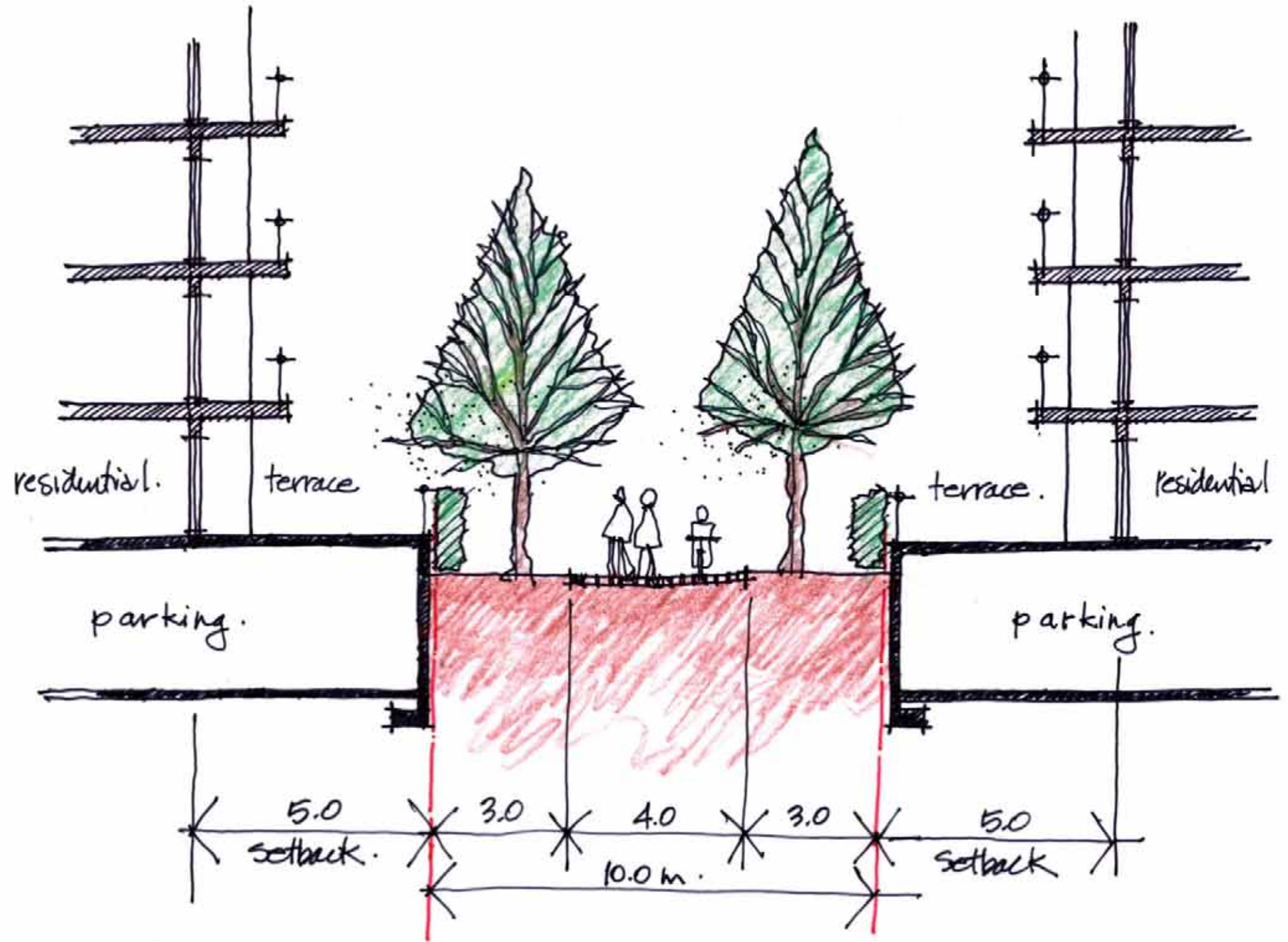
VILLAGE STREET SECTION

SCHEDULE O



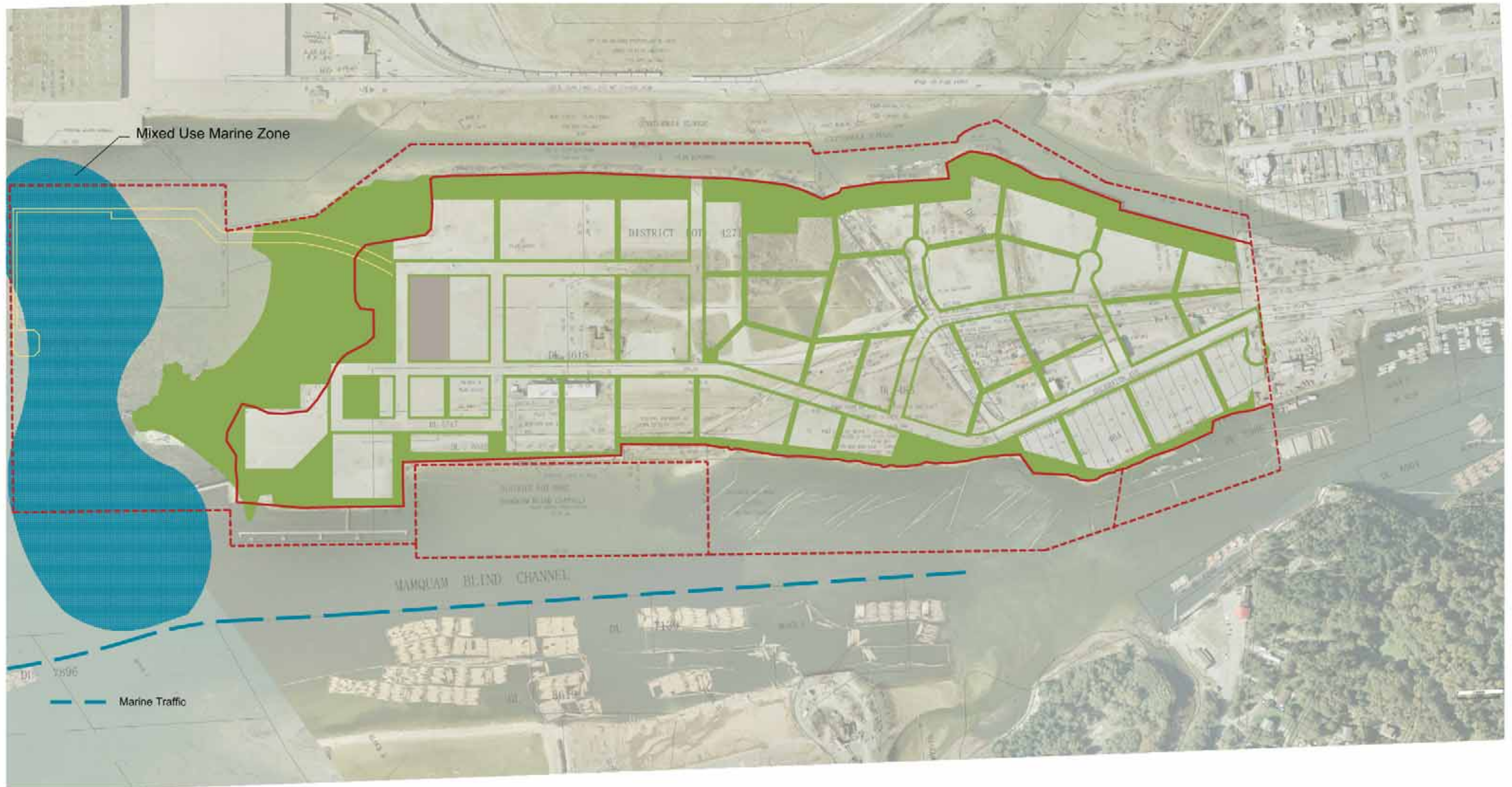
LOCAL STREET SECTION

SCHEDULE P



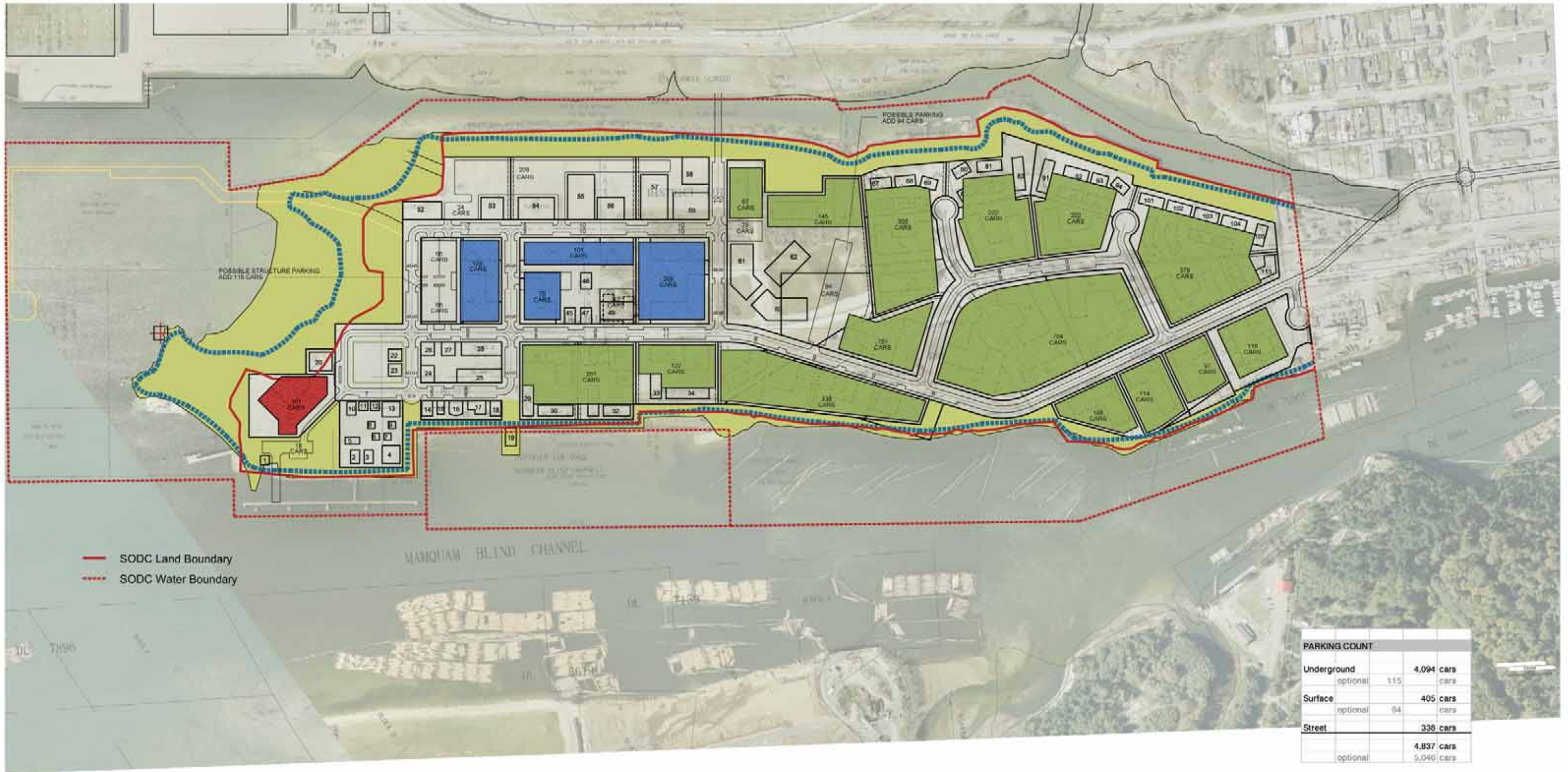
GREEN STREET SECTION

SCHEDULE Q



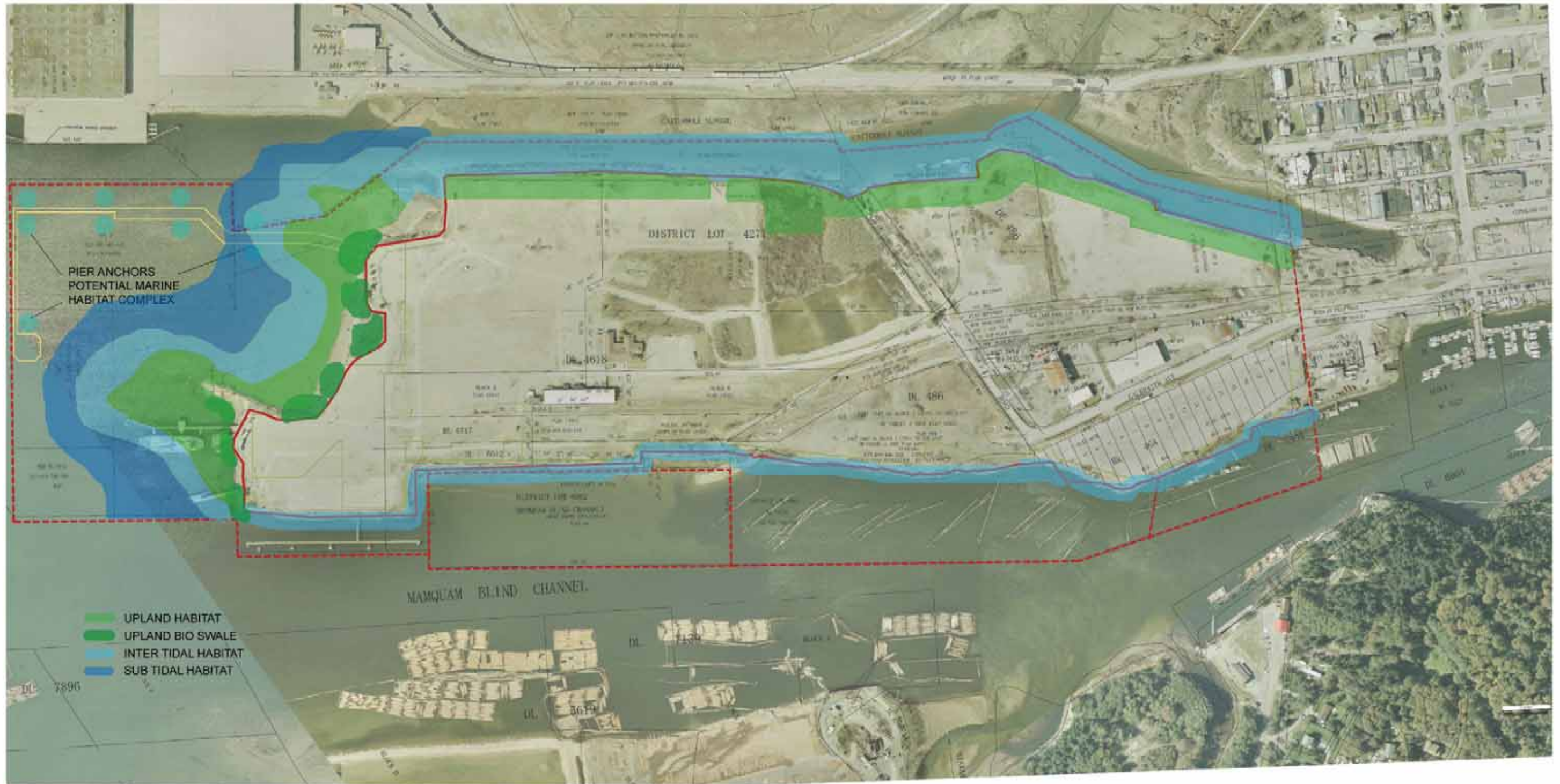
MARINE CORRIDORS

SCHEDULE R



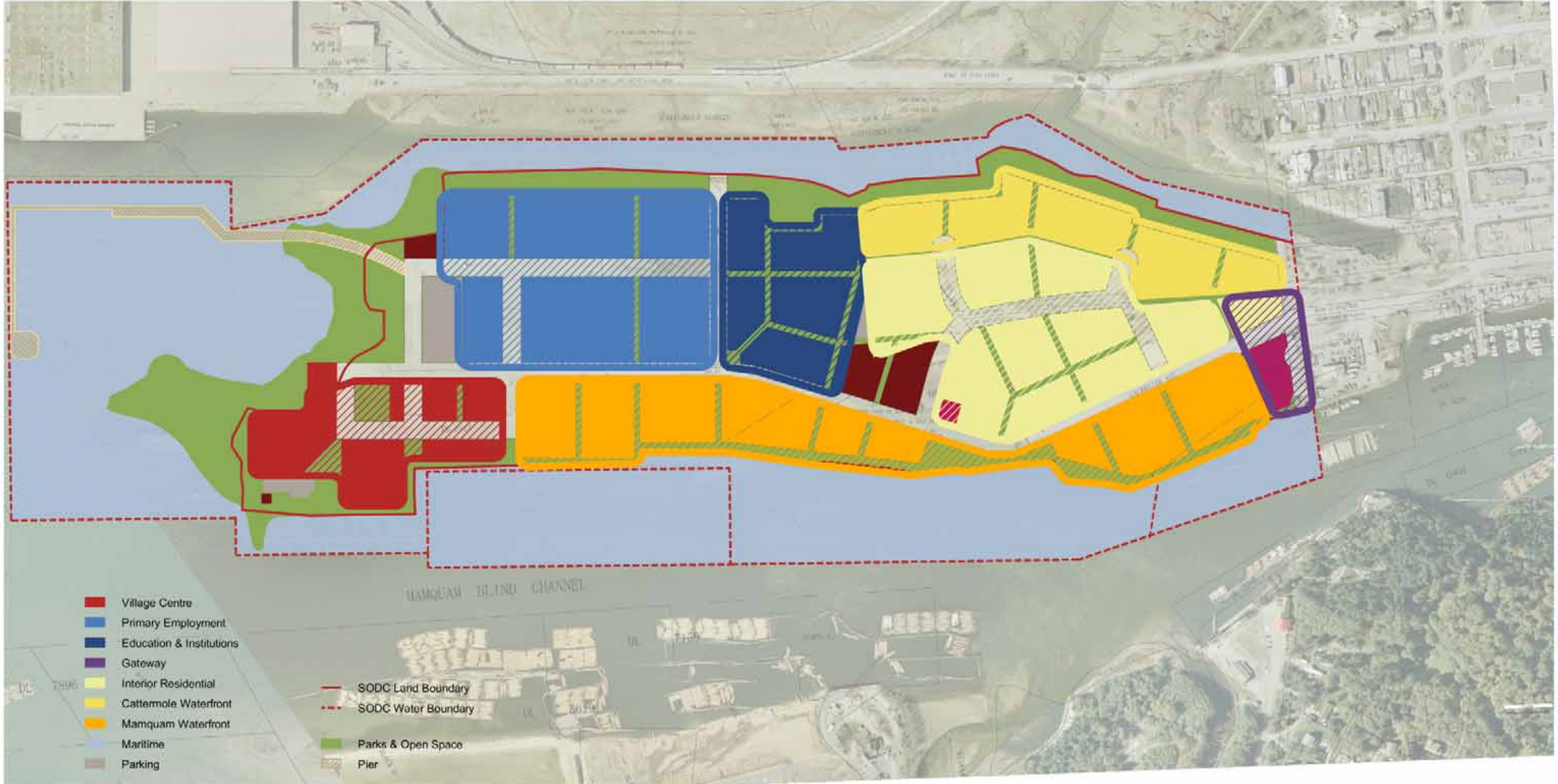
PARKING PLAN

SCHEDULE S



HABITAT ENHANCEMENT PLAN

SCHEDULE T

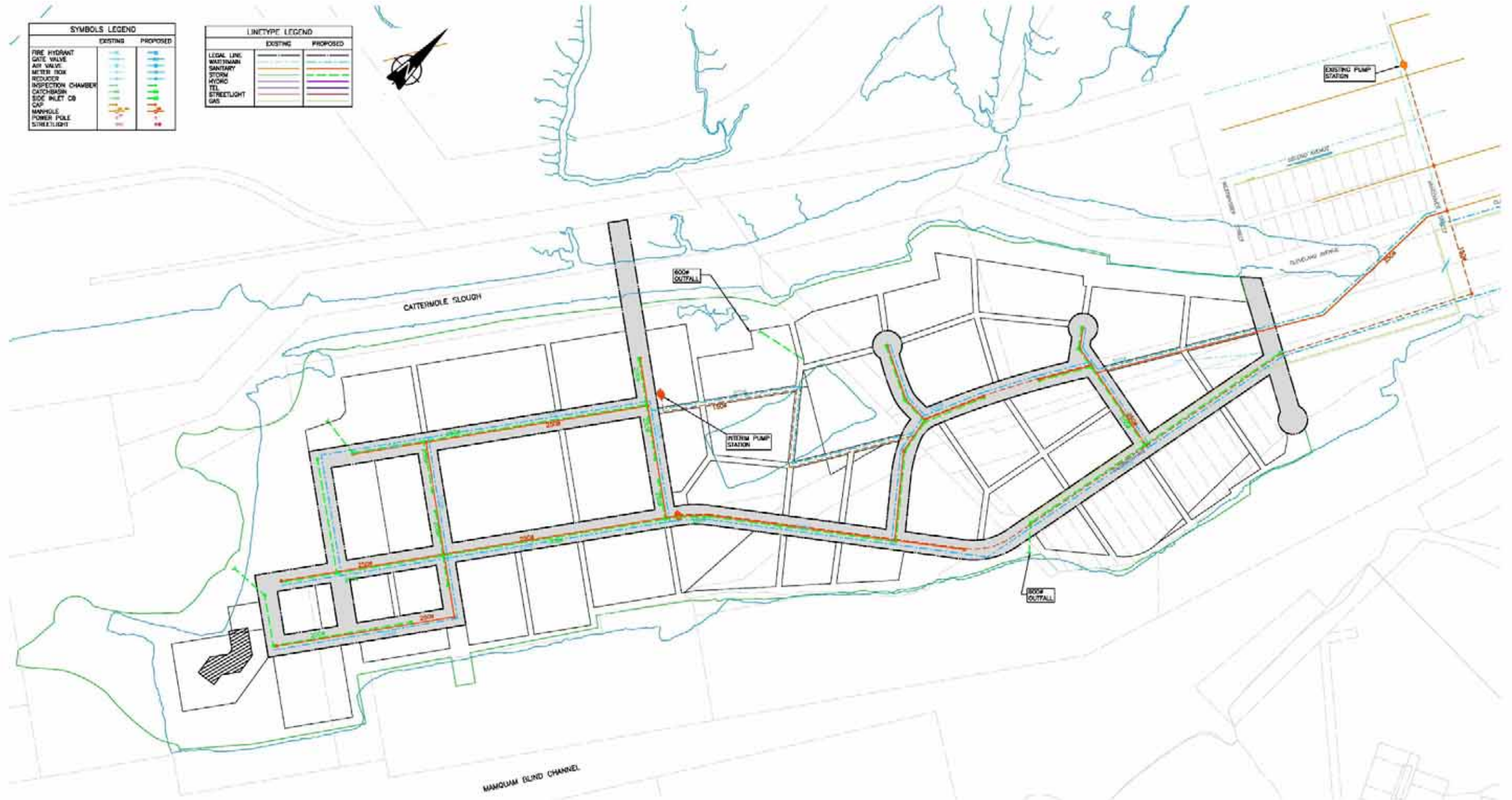


DEVELOPMENT PERMIT AREAS

SCHEDULE U

SYMBOLS LEGEND		
	EXISTING	PROPOSED
FIRE HYDRANT		
GATE VALVE		
AIR VALVE		
METER BOX		
REDUCER		
INSPECTION CHAMBER		
CATCH-BASIN		
SIDE INLET CB		
CAP		
MANHOLE		
POWER POLE		
STREETLIGHT		

LINETYPE LEGEND		
	EXISTING	PROPOSED
LEGAL LINE		
WASTEWATER		
SANITARY		
STORM		
HYDRO		
TEL		
STREETLIGHT		
GAS		



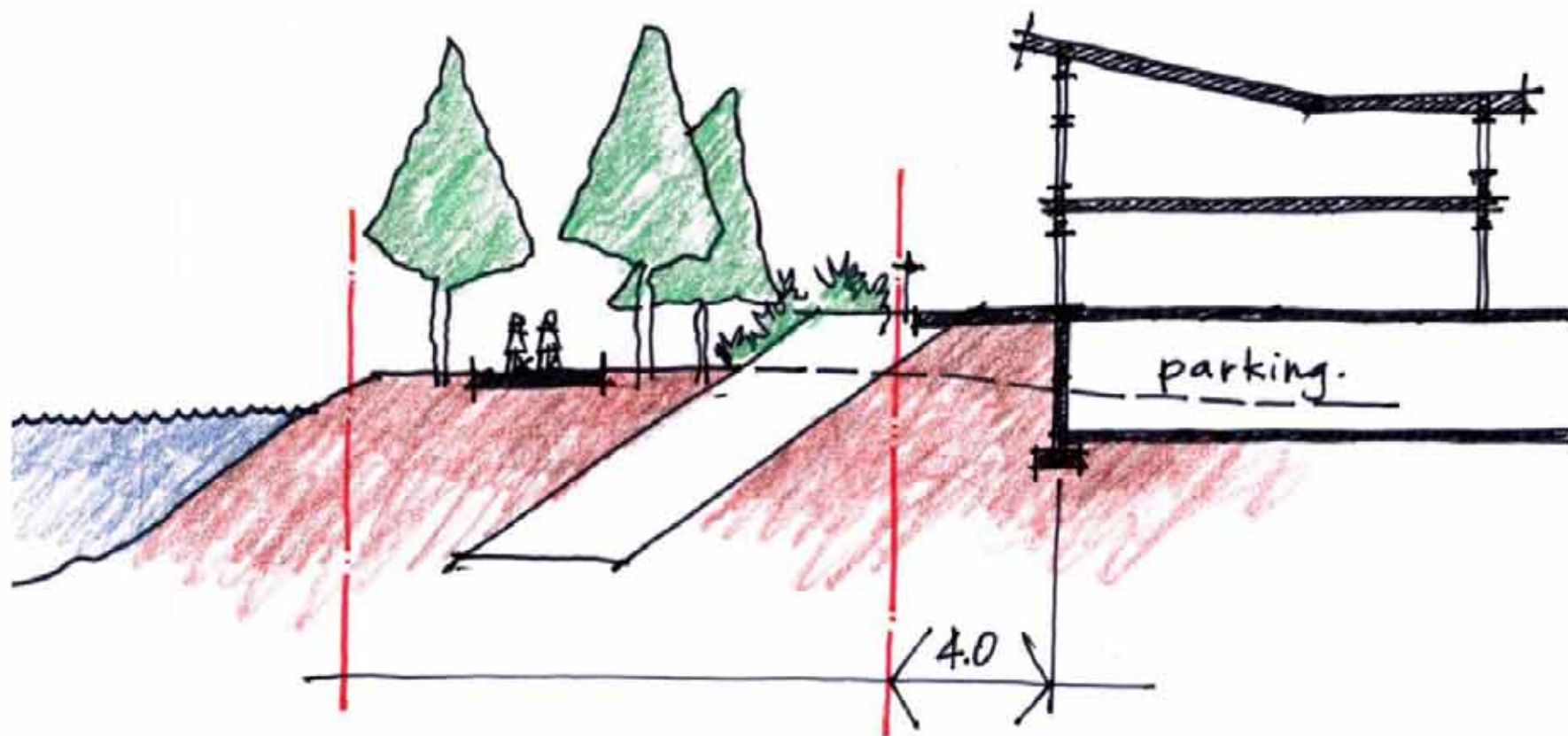
SITE INFRASTRUCTURE PLAN

SCHEDULE V

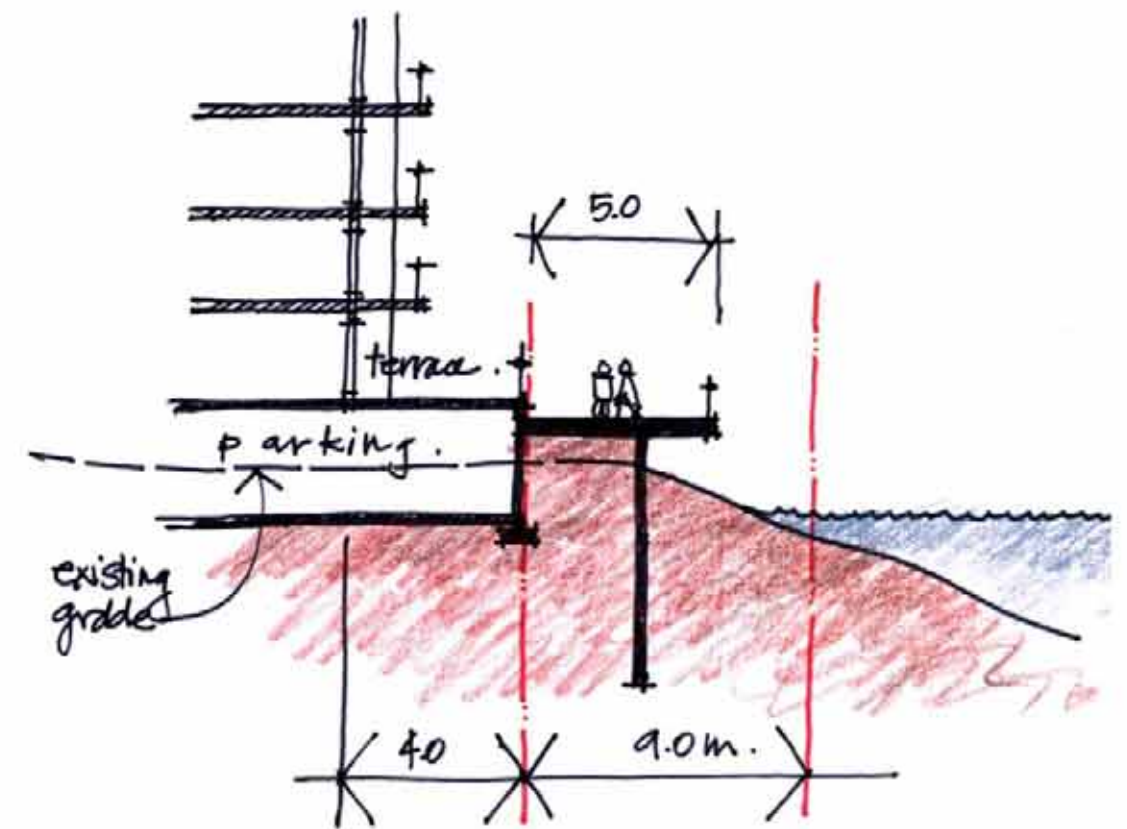


SITE GRADING PLAN

SCHEDULE W



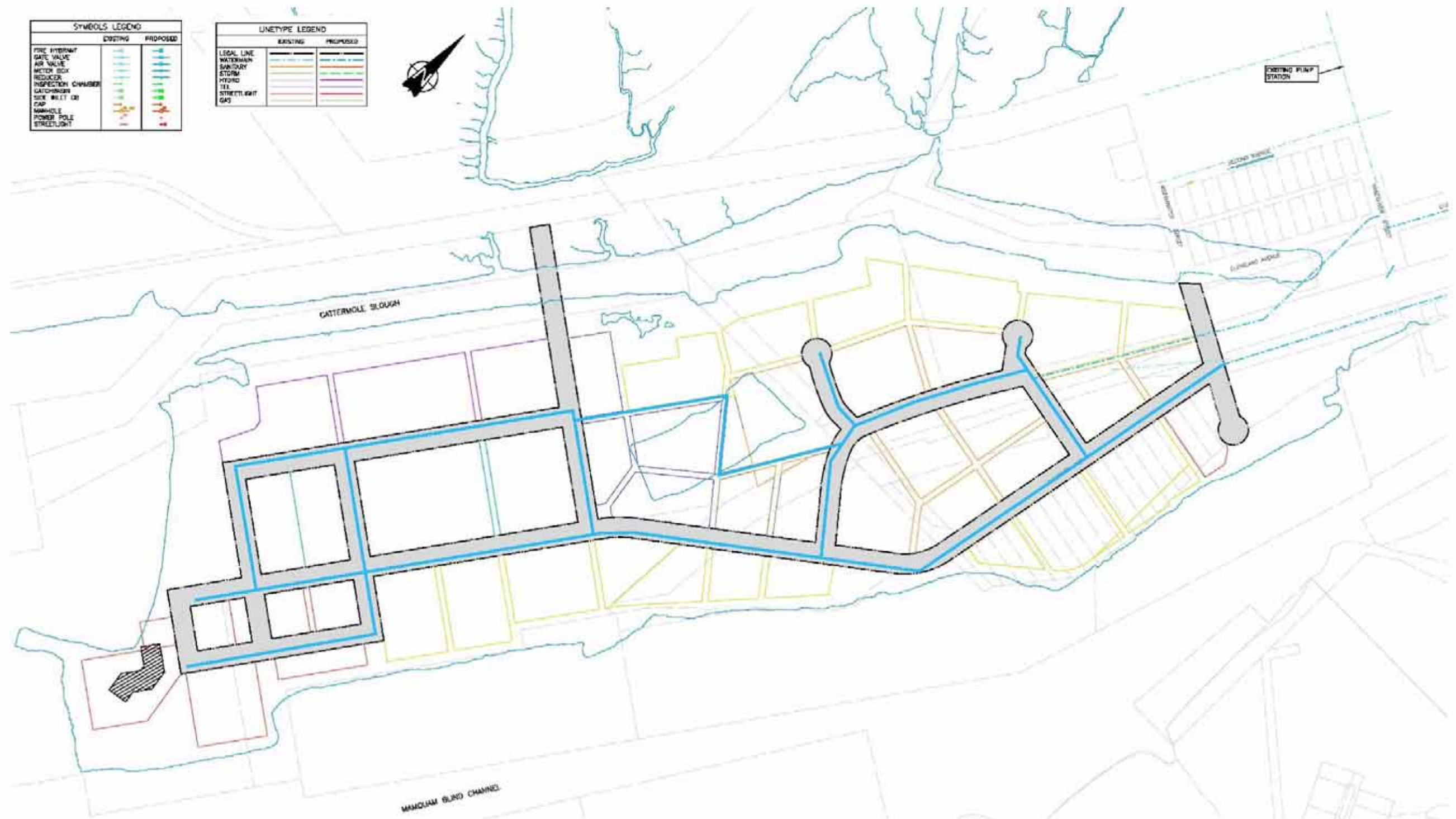
**FORESHORE & OCEAN
WALK SECTIONS**



SCHEDULE X

SYMBOLS LEGEND		
	EXISTING	PROPOSED
FIRE HYDRANT		
GATE VALVE		
AIR VALVE		
METER BOX		
REDUCER		
INSPECTION CHAMBER		
CATCHING		
SOX BUILT (S)		
ZIP		
MANHOLE		
POWER POLE		
STREETLIGHT		

LINETYPE LEGEND		
	EXISTING	PROPOSED
LEGAL LINE		
WATERMAIN		
SANITARY		
STORM		
HYDR		
TEL		
STREETLIGHT		
GAS		

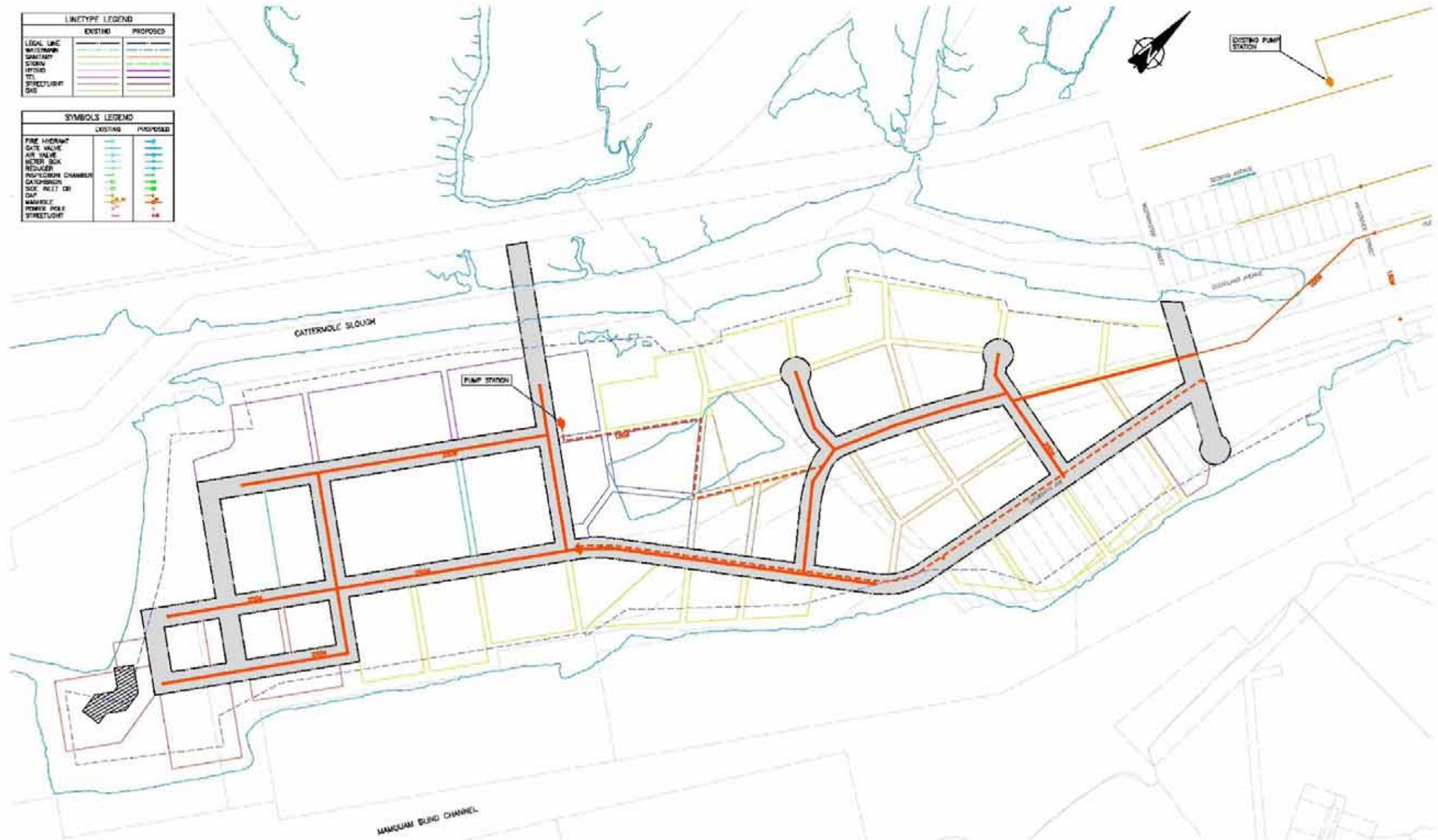


SITE WATER PLAN

SCHEDULE Y

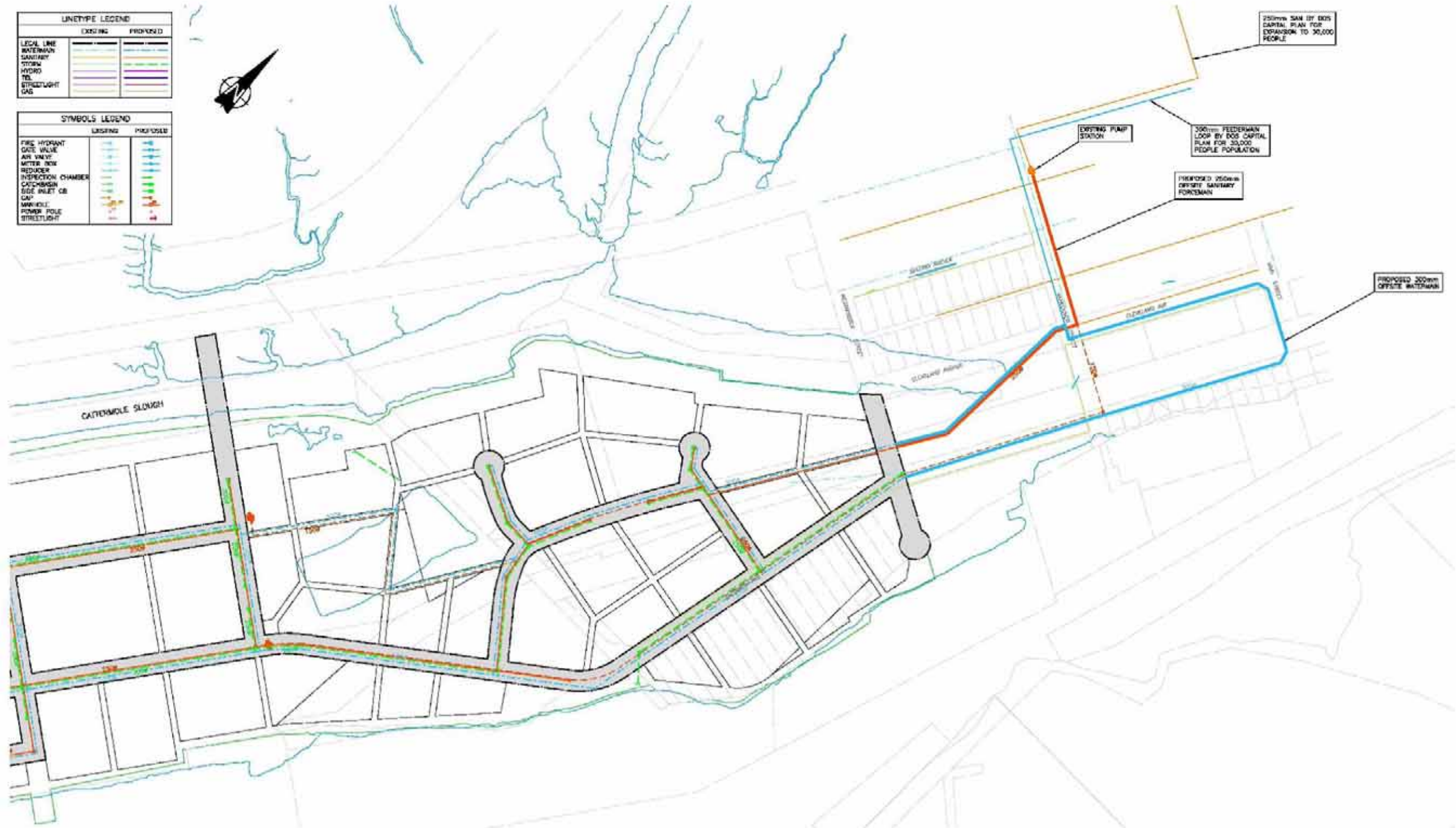
LINETYPE LEGEND	
EXISTING	PROPOSED
LEGAL LINE	---
WATERMAIN	---
SEWER	---
STORM	---
WATER	---
WELL	---
STREETLIGHT	---
GAS	---

SYMBOLS LEGEND	
EXISTING	PROPOSED
FIRE HYDRANT	●
GATE VALVE	○
AIR VALVE	○
METER BOX	○
REDUCER	○
POPULATION CHAMBER	○
CATCHER	○
SOX WELT OR CAP	○
MANHOLE	○
POWER POLE	○
STREETLIGHT	○



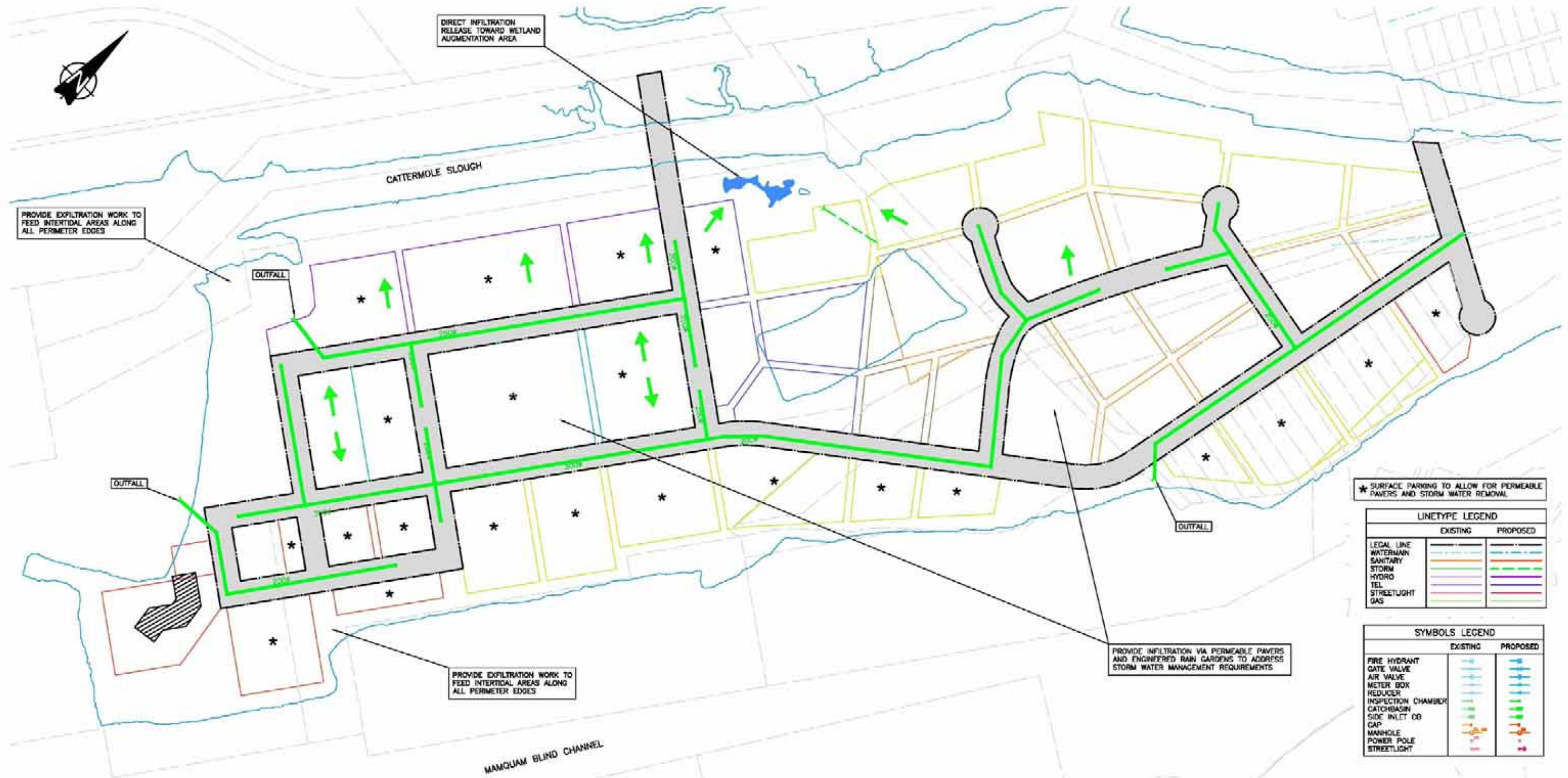
SITE SEWER PLAN

SCHEDULE Z



OFF SITE INFRASTRUCTURE PLAN

SCHEDULE AA



SITE STORM PLAN

SCHEDULE AB

* SURFACE PARKING TO ALLOW FOR PERMEABLE PAVERS AND STORM WATER REMOVAL

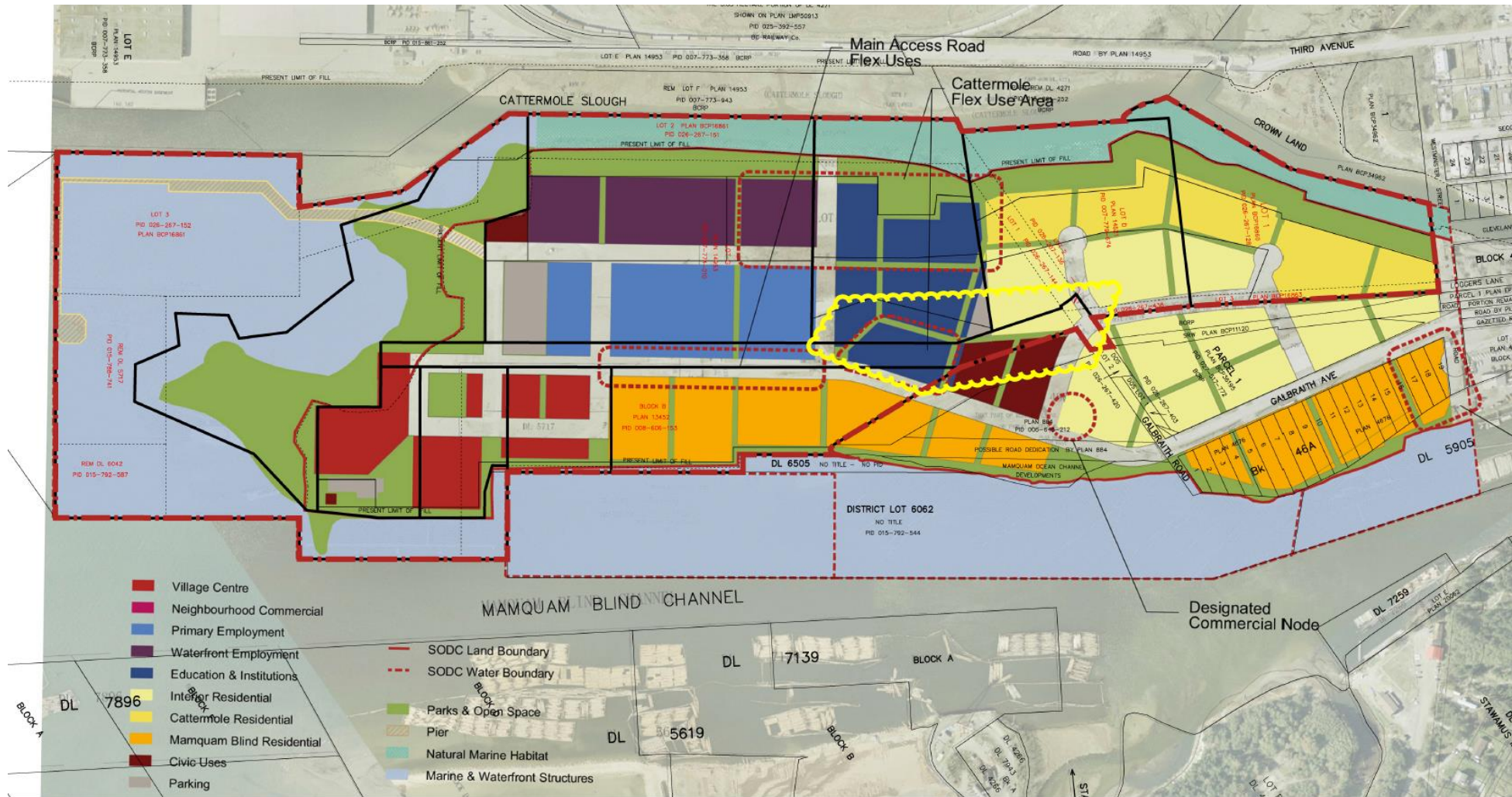
LINETYPE LEGEND	
EXISTING	PROPOSED
LEGAL LINE	---
WATERMAIN	---
SANITARY	---
STORM	---
HYDRO	---
TEL	---
STREETLIGHT	---
GAS	---

SYMBOLS LEGEND	
EXISTING	PROPOSED
FIRE HYDRANT	+
GATE VALVE	+
AIR VALVE	+
METER BOX	+
REDUCER	+
INSPECTION CHAMBER	+
CATCHBASIN	+
SIDE INLET OD	+
GAP	+
MANHOLE	+
POWER POLE	+
STREETLIGHT	+

DISTRICT OF SQUAMISH

SCHEDULE "AC"

District of Squamish OCP Bylaw 2100, 2009, Amendment Bylaw (Squamish Oceanfront Peninsula Sub Area Plan) No. 2385, 2015



DISTRCT OF SQUAMISH

SCHEDULE "AD"

District of Squamish Zoning Bylaw No. 2200, 2011, Amendment Bylaw (Comprehensive Development Zone No. 69 - Squamish Oceanfront) No. 2386, 2015

The Subject Lands are the Oceanfront Lands

